ANGELA J. BROWNING

MARY C. MARTIN
LOT NO. 25

LINDA M. JONES
LOTS NO. 26

CURVE DATA
P.I. = 198+73.83 "B"
Delta = 30°15'53" Lt.
D = 10°13'53"
R = 560.00'
T = 151.44'
L = 295.80'
E = 20.12'
e = NC

Sec. 14, T-2-N, R-3-W
Jefferson Township
Switzerland County

Matchline Sta. 195+00.00 "B"

Exist. R/W

App. R

Constr. Limits

G

M

195+00

State Road 156 (East Main Street)

N80°47'09.83"E

Greeley Street

P.T. Sta. 196+11.06 "B"
N: 154108.427
E: 740275.612

SWITZERLAND COUNTY HISTORICAL MUSEUM

P.C. Sta. 197+22.39 "B"
N: 154126.255
E: 740385.514

Line "B"

200+00

State Road 156 (East Main Street)

N50°31'17.00"E

P.I. Sta. 198+73.83 "B"
N: 154150.503
E: 740534.999

P.T. Sta. 200+18.20 "B"
N: 154246.787
E: 740651.889

Market Street

Washington Street

Matchline Sta. 201+00.00 "B"

National Register Listed Vevay Historic District (also within State Register Listed Vevay Historic District)

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — 4/8/2021 DATE

DESIGNED: $DESBY$ 4/8/2021 | DRAWN: $DWNBY$ 4/8/2021

CHECKED: $DESCHKBY$ 4/8/2021 | CHECKED: $DWNCHKBY$ 4/8/2021

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN SHEET
LINE "B"
STA. 195+00.00 TO STA. 201+00.00

SCALE	BRIDGE FILE
1" = 20'	N/A
	DESIGNATION
	1900334/1900337

SURVEY BOOK	SHEETS
Electronic	28 of 60
CONTRACT	PROJECT
R-42228	1900334

Plot: 4/8/2021 1:28:19 PM

File: L:\INDOT\19070906-00\Draw\Sheets\Sht_Plan_20_17.dgn

Pearl Street

Sec. 14, T-2-N, R-3-W
Jefferson Township
Switzerland County

Ohio Street

Exist. R/W

Temp. R/W
for Grading

Temporary ROW: 100 sq.

Constr. Limits

State Road 156 (East Main Street)

Line "B"

N50°31'17.00"E

205+00

Matchline Sta. 201+00.00 "B"

Matchline Sta. 207+00.00 "B"

National Register Listed
Vevay Historic District

Area to the left of the line is within both the National Register Listed and State Listed Vevay Historic Districts. To the right is National Register Listed Historic Vevay District only.

RECOMMENDED FOR APPROVAL	4/8/2021 DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	
DESIGNED: WCM 4/8/2021	DRAWN: WCM 4/8/2021	PLAN SHEET LINE "B" STA. 201+00.00 TO STA. 207+00.00	
CHECKED: LNB 4/8/2021	CHECKED: LNB 4/8/2021		

SCALE	BRIDGE FILE
1" = 20'	N/A
	DESIGNATION
	1900334/1900337
SURVEY BOOK	SHEETS
Electronic	48 of 159
CONTRACT	PROJECT
R-42228	1900334

Plot: 4/8/2021 1:30:04 PM

File: L:\INDOT\19070906-00\Draw\Sheets\Sht_Plan_20_18.dgn

National Register Listed Vevay Historic District only

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ 4/8/2021
DESIGN ENGINEER DATE

DESIGNED: WCM 4/8/2021 | DRAWN: WCM 4/8/2021

CHECKED: LNB 4/8/2021 | CHECKED: LNB 4/8/2021

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN SHEET
LINE "B"
STA. 207+00.00 TO STA. 213+00.00

SCALE	BRIDGE FILE
1" = 20'	N/A
	DESIGNATION
	1900334/1900337

SURVEY BOOK	SHEETS
Electronic	49 of 159
CONTRACT	PROJECT
R-42228	1900334

Plot: 4/8/2021 1:31:43 PM

File: L:\INDOT\19070906-00\Draw\Sheets\Sht_Plan_20_19.dgn

CURVE DATA
P.I. = 214+33.89 "B"
Delta = 0°18'56" Lt.
NO CURVE RUN

Sec. 14, T-2-N, R-3-W
Jefferson Township
Switzerland County

York Street

Exist. R/W

Exist. R/W

Temporary ROW: 130 sq. ft.

Temp. R/W
for Grading

P.I. Sta. 214+33.89 "B"
N: 155146.869
E: 741744.607

Exist. R/W

Exist. R/W

Constr. Limits

Constr. Limits

Matchline Sta. 213+00.00 "B"

State Road 156 (East Main Street)

N50°31'17.00"E

215+00

Line "B"

N50°12'21.41"E

State Road 156 (East Main Street)

Matchline Sta. 219+00.00 "B"

Constr. Limits

Constr. Limits

Exist. R/W

Exist. R/W

Exist. R/W

Exist. R/W

Exist. R/W

Swiss Avenue

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ 4/8/2021
DESIGN ENGINEER DATE

DESIGNED: WCM 4/8/2021 | DRAWN: WCM 4/8/2021

CHECKED: LNB 4/8/2021 | CHECKED: LNB 4/8/2021

INDIANA DEPARTMENT
OF TRANSPORTATION

PLAN SHEET
LINE "B"
STA. 213+00.00 TO STA. 219+00.00

SCALE	BRIDGE FILE
1" = 20'	N/A
	DESIGNATION
	1900334/1900337

SURVEY BOOK	SHEETS
Electronic	50 of 159
CONTRACT	PROJECT
R-42228	1900334

Plot: 4/8/2021 1:33:19 PM

File: L:\INDOT\19070906-00\Draw\Sheets\Sht_Plan_20_20.dgn

CURVE DATA
P.I. = 220+70.65 "B"
Delta = 0°11'48" Rt.
NO CURVE RUN

Sec. 14, T-2-N, R-3-W
Jefferson Township
Switzerland County

Kiesel Street

Exist. R/W

R/W

P.I. Sta. 220+70.65 "B"
N: 155554.417
E: 742233.864

Constr. Limits

State Road 156 (East Main Street)

220+00

N50°12'21.41"E

Line "B"

N50°24'09.45"E

Permanent ROW: 297 sq. ft.

Matchline Sta. 219+00.00 "B"

Matchline Sta. 225+00.00 "B"

Swiss Avenue

Kiesel Street

NOT FOR CONSTRUCTION	RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER 4/8/2021 DATE	INDIANA DEPARTMENT OF TRANSPORTATION	SCALE: 1" = 20'
	DESIGNED: WCM 4/8/2021 DRAWN: WCM 4/8/2021	PLAN SHEET LINE "B" STA. 219+00.00 TO STA. 225+00.00	BRIDGE FILE: N/A
	CHECKED: LNB 4/8/2021 CHECKED: LNB 4/8/2021		DESIGNATION: 1900334/1900337
			SURVEY BOOK: Electronic
			SHEETS: 51 of 159
			CONTRACT: R-42228
			PROJECT: 1900334

Plot: 4/8/2021 1:34:57 PM

File: L:\INDOT\19070906-00\Draw\Sheets\Sht_Plan_20_21.dgn

Note:

Topographic survey was not provided for the PM Overlay, from Sta. 193+53.00 "B" to Sta. 228.97.00 "B". Alignment stationing, pavement edge locations, and all dimensions, including radii, taper lengths, and widths, are based on best available data and engineering judgment, and are approximate only. Contractor shall verify limits of proposed work with the Engineer.

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ 4/8/2021
DESIGN ENGINEER DATE

DESIGNED: WCM 4/8/2021 | DRAWN: WCM 4/8/2021

CHECKED: LNB 4/8/2021 | CHECKED: LNB 4/8/2021

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN SHEET
LINE "B"
STA. 225+00.00 TO STA. 230+00.00

SCALE	BRIDGE FILE
1" = 20'	N/A
	DESIGNATION
	1900334/1900337

SURVEY BOOK	SHEETS
Electronic	52 of 159
CONTRACT	PROJECT
R-42228	1900334

Plot: 4/8/2021 1:36:37 PM

File: L:\INDOT\19070906-00\Draw\Sheets\Sht_Plan_20_22.dgn

LOT NO. 241

LOT NO. 242

VEVAY DEPARTMENT OF PARKS AND RECREATION
LOT NO. 243

LOT NO. 244

Sec. 14, T-2-N, R-3-E
Jefferson Township
Switzerland County

LOT NO. 245

WILLIAM ALBERT ROSENBERGER, et. al.
LOT NO. 246

Permanent ROW: 2020 sq. ft.

R/W
Constr. Limits
Exist. R/W
App. ℄

CURVE DATA
P.I. = 305+84.30 "D"
Delta = 0°44'30" Lt.
NO CURVE RUN

PCM ENTERPRISES, INC.
LOT NO. 181

Market Street

Ferry Street
Ferry Street
Ferry Street

300+00
305+00

Line "D"
N39°12'53.08"W

OHU
Constr. Limits

LOT NO. 221

EDWIN C.DANNER POST #185 THE AMERICAN LEGION OF VEVAY, SWITZERLAND, COUNTY, INDIANA
LOT NO. 220

EDWIN C.DANNER POST #185 THE AMERICAN LEGION OF VEVAY, SWITZERLAND, COUNTY, INDIANA
LOT NO. 182

JAMES E. & THERESA GRIFFIN

LOT NO. 224

RODERICK E. DICKERSON

RODERICK E. DICKERSON
LOT NO. 223

LOT NO. 224

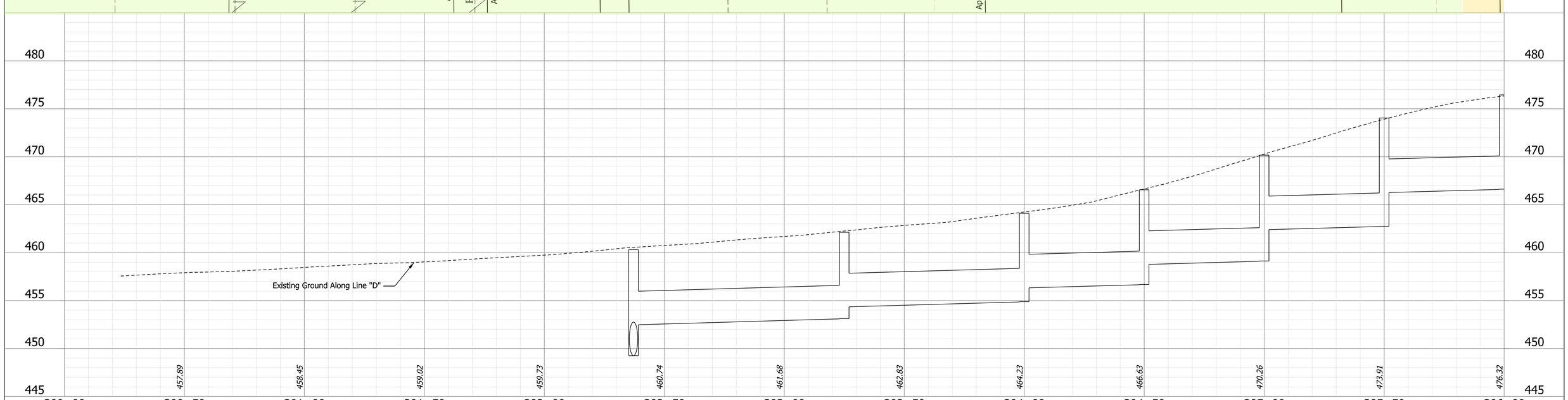
P.O.B. Sta. 300+00.00 "D"
N: 153002.529
E: 740332.781

P.I. Sta. 305+84.30 "D"
N: 153455.232
E: 739963.372

Plan and Profile Notes:

1. Line "D" to be constructed.
2. Station and offset callouts refer to Line "D" unless otherwise noted.
3. Approach and drive centerlines are perpendicular to the mainline alignment unless otherwise noted.
4. See typical sections for construction materials.
5. Utility information is QL-D unless otherwise noted.

Matchline Sta. 306+00.00 "D"



National Register Listed Vevay Historic District (also within State Register Listed Vevay Historic District)

State Register Listed Vevay Historic District only

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: DES 4/8/2021
DRAWN: DWN 4/8/2021
CHECKED: $DESCHK$$DESCHK_DT$
CHECKED: $DWNCHK$ 4/8/2021

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE SHEET
LINE "D"
STA. 300+00.00 TO STA. 306+00.00

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
1" = 10'	1900334/1900337

SURVEY BOOK	SHEETS
Electronic	53 of 159
CONTRACT	PROJECT
R-42228	1900334

L:\INDOT\19070906-00\Draw\Sheets\Sht_PlanProfile_20_23.dgn

Old Hoosier Theatre

Matchline Sta. 306+00.00 "D"

Matchline Sta. 312+00.00 "D"

SWITZERLAND COUNTY PUBLIC LIBRARY

Cheapside Street

HISTORIC VEVAY, INC.

Begin Reconstruction
P.O.T. Sta. 308+50.00
Line "D"
N: 153658.902
E: 739792.736

MEYERSON, INC.

6.5' DEED OVERLAP

LOT NO. 135

P.O.T. Sta. 309+43.45 "D"
= P.O.T. Sta. 189+41.57 "B"
N: 153730.534
E: 739732.723

COMMUNITY STUDIO GALLERY, INC. DBA COMMUNITY ARTS CENTER

State Street

N50°02'16.82"E

Line "B"

Sec. 14, T-2-N, R-3-W
Jefferson Township
Switzerland County

MAINSOURCE BANK
LOT NO. 104

Street Light To Be Removed by Other

MARY JENNIFER BRINDLEY

+41.50, Class III Drive, Mod. W = 13.5'

HEWITT-WEALES, LLC

VEVAY - SWITZERLAND COUNTY FOUNDATION, INC.

Ferry Street

State Road 56 (Ferry Street)

N39°57'22.88"W

310+00

Line "D"

Inlet, Remove

Pipe, Remove

Manhole, Remove

Curb, Remove

Tree, Remove

Columns, DND (Typ.)

Tree, DND

Constr. Limits

Exist. R/W

Temp. R/W for Grading

Temporary ROW:15 sq. ft.

RODERICK E. DICKERSON

NAY BROTHERS FUNERAL SERVICE, INC.

TOWN OF VEVAY

QUAID ENTERPRISES, LLC

Main Street

N50°02'16.82"E

190+00

SWISS CHATEAUX, LLC
LOT NO. 103

+89.50, Class III Drive, Mod. W = 14'

+42.50, Class III Drive, Mod. W = 11'

JERROLD M. & LISA A. FISHER

RICHARD ALAN & WENDY TOWNER YANIKOSKI

App. ℄

Exist. R/W

Historic Property Boundary

National Register Listed Vevay Historic District (also within State Register Listed Vevay Historic District)

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL

DESIGN ENGINEER DATE

DESIGNED: DES 4/8/2021

DRAWN: DWN 4/8/2021

CHECKED: $DESCHK$$DESCHK_DT$

CHECKED: $DWNCHK$ 4/8/2021

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE SHEET
LINE "D"
STA. 306+00.00 TO STA. 312+00.00

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
1" = 10'	1900334/1900337

SURVEY BOOK	SHEETS
Electronic	54 of 159
CONTRACT	PROJECT
R-42228	1900334

P.V.I. 308+50.00
Elev. 483.75
90.00' V.C.

P.V.I. 310+50.00
Elev. 486.10
100.00' V.C.

Begin Construction
P.O.T. Sta. 308+00.00
Line "D"
Elev. 482.78
Match Existing

End Construction
P.O.T. Sta. 309+07.95
Line "D"
Elev. 484.33
Match Line "B" EOP Rt.

Begin Construction
P.O.T. Sta. 309+77.45
Line "D"
Elev. 485.37
Match Line "B" EOP Lt.

Existing Ground Along Line "D"

Profile Grade Along Line "D"

+1.95%

+1.00%

+1.00%

+0.80%

495 490 485 480 475 470 465 460

306+00 306+50 307+00 307+50 308+00 308+50 309+00 309+50 310+00 310+50 311+00 311+50 312+00

476.32 478.27 480.04 481.54 482.78 482.78 483.77 483.64 484.65 484.25 485.79 485.81 485.60 486.16 486.07 486.65 486.50 487.18 486.90 487.34 487.30

L:\INDOT\19070906-00\Draw\Sheets\Sht_PlanProfile_20_24.dgn

Matchline Sta. 312+00.00 "D"

Matchline Sta. 318+00.00 "D"

Temporary ROW: 15 sq. ft.

Temporary ROW: 310 sq. ft.

Temporary ROW: 1640 sq. ft.

Temporary ROW: 1070 sq. ft.

RICHARD ALAN & WENDY TOWNER YANIKOSKI LOT NO. 90

E. MICHAEL DANNER

West Pike Street +24.00 Street W = 48'

CURVE DATA
P.I. = 313+43.45 "D"
Delta = 0°59'47" Rt.
NO CURVE RUN

JENNIFER OF SCUDDER

RENDALL ERIC RICKETTS

LISLE FAMILY EYE CARE INCORPORATED

CHARLES & CHERYL MARIE DAYADHARUM

CURVE DATA
P.I. = 315+73.48 "D"
Delta = 0°59'47" Lt.
NO CURVE RUN

HUMMEL VEVAY INSURANCE, INC. LOT NO. 45

West Seminary Street +88.00 Street W = 25'

CLEMENT E. & KATHERINE A. REESE LOT NO. 8

End Reconstruction
P.O.T. Sta. 317+40.00
Line "D"
N: 154343.659
E: 739224.263

Temp. R/W for Grading

P.I. Sta. 313+43.45 "D"
N: 154037.147
E: 739475.841

Brick Sidewalk, DND

+04.00, Class III Drive, Mod. W = 12.5'

+70.00, Class III Drive, Mod W = 20'

Headwall, DND

Street Light To Be Removed by Other

Tree, Remove

Inlet, Remove

Curb, Remove

Tree, DND

Pipe, Remove

Pipe, Remove

Pipe, Remove

Pipe, Remove

Guardrail, DND

Structure, DND

Line "D"

N39°57'22.88"W

N38°57'36.03"W

315+00

State Road 56 (Ferry Street)

82°24'37.55"

Constr. Limits

Exist. R/W

Temp. R/W for Grading and Drive Construction

+05.00, Class III Drive, Mod. W = 12.5'

+09.50, Class III Drive, Mod. W = 19'

+06.00, Class III Drive, Mod. W = 10'

Sec. 14, T-2-N, R-3-W
Jefferson Township
Switzerland County

FISHER REAL ESTATE, LLC LOT NO. 91

East Pike Street +23.00 Street W = 49.25'

WILLIAM T. & SUSAN J. CORD

Temp. R/W for Grading

Temp. R/W for Grading

Temp. R/W for Grading

Temp. R/W for Grading

RAYMOND E. & STEPHANIE L. FURNISH

P.I. Sta. 315+73.48 "D"
N: 154216.019
E: 739331.201

East Seminary Street +85.00 Street W = 26'

EQUITY TRUST COMPANY CUSTODIAN FBO DENNIS GREGORY IRA 95% AND ROTH IRA 5%

Temp. R/W for Grading

P.V.I. 313+00.00
Elev. 488.10
100.00' V.C.

P.V.I. 315+00.00
Elev. 489.25
120.00' V.C.

P.V.I. 316+25.00
Elev. 488.15
100.00' V.C.

End Construction
P.O.T. Sta. 317+40.00
Line "D"
Elev. 488.82
Match Existing

Existing Ground Along Line "D"

Profile Grade Along Line "D"

+0.57%

-0.88%

+0.58%

487.34	487.74	488.31	488.53	488.77	489.18	489.48	489.23	488.90	488.73	488.75	488.82	488.92
487.30	487.70	488.07	488.39	488.68	488.96	489.03	488.80	488.42	488.34	488.58		

500 495 490 485 480 475 470 465

312+00 312+50 313+00 313+50 314+00 314+50 315+00 315+50 316+00 316+50 317+00 317+50 318+00

National Register Listed Vevay Historic District (also within State Register Listed Vevay Historic District)

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL

DESIGN ENGINEER DATE

DESIGNED: DES 4/8/2021

DRAWN: DWN 4/8/2021

CHECKED: $DESCHK$$DESCHK_DT$

CHECKED: $DWNCHK$ 4/8/2021

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE SHEET
LINE "D"
STA. 312+00.00 TO STA. 318+00.00

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
1" = 10'	1900334/1900337

SURVEY BOOK	SHEETS
Electronic	55 of 159
CONTRACT	PROJECT
R-42228	1900334

L:\INDOT\19070906-00\Draw\Sheets\Sht_PlanProfile_20_25.dgn

CURVE DATA
P.I. = 318+68.92 "D"
Delta = 0°24'59" Rt.
NO CURVE RUN

Sec. 14, T-2-N, R-3-E
Jefferson Township
Switzerland County

CLEMENT E. & KATHERINE A. REESE LOT NO. 8
ALLEN-RIDER ENTERPISES, LLC LOT NO. 1
LOT NO. 2
ALLEN-RIDER ENTERPRISES, LLC LOT NO. 3
JOHN P. SPITZACK LOT NO. 4
LOT NO. 5
LOT NO. 6
ROMAN CATHOLIC ARCHDIOCESE OF INDIANAPOLIS PROPERTIES, INC. LOT NO. 7
Jackson Street
MARVIN WILSON JR. & MONA L. WILSON LOT NO. 8
LOT NO. 9

P.I. Sta. 318+68.92 "D"
N: 154442.483
E: 739141.469

Tree, DND

Matchline Sta. 318+00.00 "D"

Matchline Sta. 324+00.00 "D"

State Road 56 (Ferry Street)

Line "D"

320+00

N39°57'22.88"W

N39°32'23.72"W

Inlet, Remove
Pipe, Remove
Constr. Limits
Exist. R/W
App. ℄

EQUITY TRUST COMPANY CUSTODIAN FBO DENNIS GREGORY IRA 95% AND ROTH IRA 5% LOT NO. 1
RODERICK E. DICKERSON LOT NO. 2
RON & JONNIE PHILLIPS LOT NO. 2
LOT NO. 4
DEVIN L. SCUDDER LOT NO. 5
TONY A. MCALISTER LOT NO. 6
JASON W. & SHAUNA LYON LOT NO. 7
Historial Marker
THE TOWN OF VEVAY LOT NO. 8
LOT NO. 9

Existing Ground Along Line "D"

488.92	489.08	489.25	489.55	489.99	490.37	490.86	491.51	492.30	493.08	494.09	495.23	496.06

510 505 500 495 490 485 480 475

318+00 318+50 319+00 319+50 320+00 320+50 321+00 321+50 322+00 322+50 323+00 323+50 324+00

National Register Listed Vevay Historic District (also within State Register Listed Vevay Historic District)

State Register Listed Vevay Historic District only

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: DES 4/8/2021
DRAWN: DWN 4/8/2021
CHECKED: $DESCHK$$DESCHK_DT$
CHECKED: $DWNCHK$ 4/8/2021

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE SHEET
LINE "D"
STA. 318+00.00 TO STA. 324+00.00

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
1" = 10'	1900334/1900337
SURVEY BOOK	SHEETS
Electronic	56 of 159
CONTRACT	PROJECT
R-42228	1900334

L:\INDOT\19070906-00\Draw\Sheets\Sht_PlanProfile_20_26.dgn

Craftsman House

Sec. 14, T-2-N, R-3-E
Jefferson Township
Switzerland County

CURVE DATA
P.I. = 326+02.21 "D"
Delta = 91°32'04" Rt.
D = 88°08'50"
R = 65.00'
T = 66.76'
L = 103.84'
E = 28.18'
e = NC

CURVE DATA
P.I. = 328+66.11 "D"
Delta = 0°55'00" Lt.
NO CURVE RUN

Temporary ROW: 480 sq. ft.

Permanent ROW: 1090 sq. ft.

P.I. Sta. 326+02.21 "D"
N: 155007.980
E: 738674.647

P.T. Sta. 326+39.29 "D"
N: 155049.089
E: 738727.254

P.I. Sta. 328+66.11 "D"
N: 154442.483
E: 739141.469

End Project
P.O.T. Sta. 329+10.00
Line "D"
N: 155216.327
E: 738940.126

P.O.E. Sta. 329+50.00 "D"
N: 155241.457
E: 738971.246

P.C. Sta. 325+35.44 "D"
N: 154956.492
E: 738717.150

Temp. R/W for Grading
Manhole, Remove
Retaining Wall, DND
Pipe, Remove
Inlet, Remove
Pipe, Remove
Inlet, Remove
Pipe, Remove
Inlet, Remove

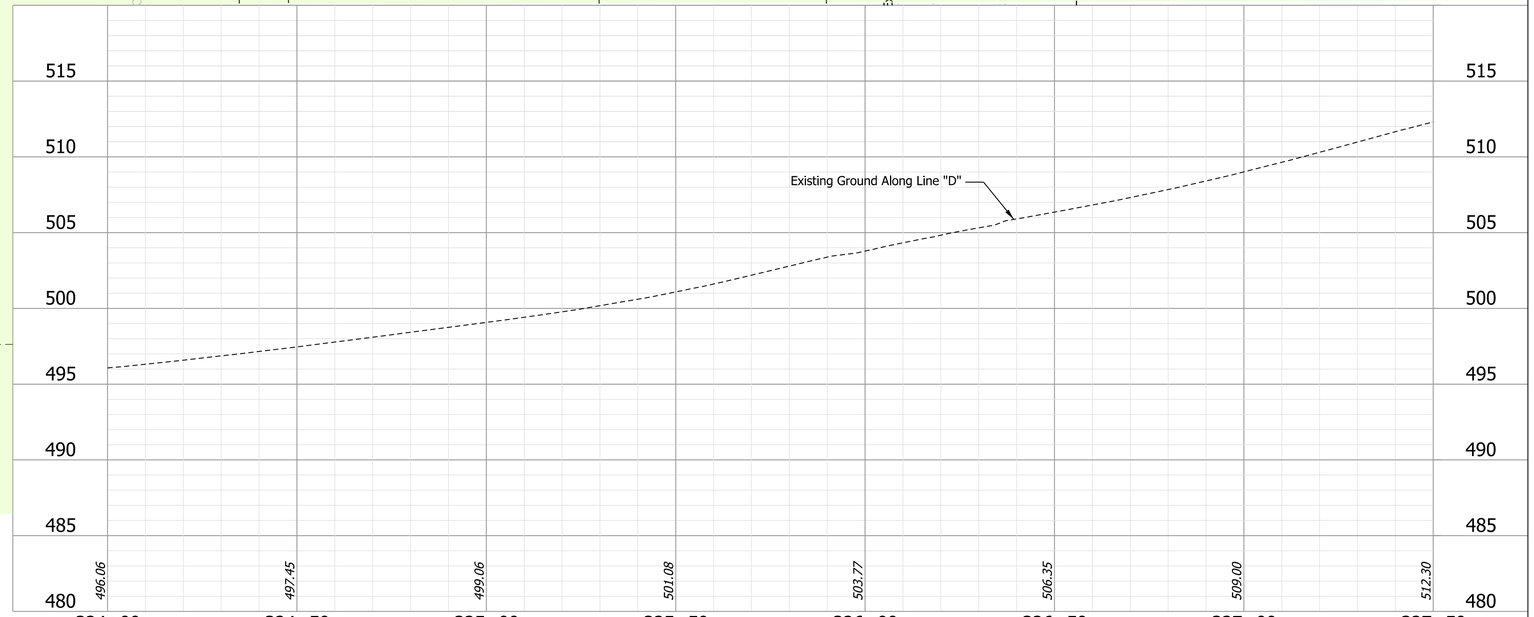
Line "D"
N51°59'40.32"E
N51°04'40.32"E
N39°32'23.72"W

Exist. R/W
Constr. Limits
R/W
App. ℄

West Turnpike Street
State Road 56 (Ferry Street)
State Road 56
Walnut Street

JASON & ELODIA GAYLE SULLIVAN LOT NO. 13
LOT NO. 12
LOT NO. 11
LEAH J. HON LOT NO. 10
THE TOWN OF VEVAY, INDIANA LOT NO. 12
LOT NO. 11
THE TOWN OF VEVAY, INDIANA LOT NO. 10
AARON TROP STAFFORD

Matchline Sta. 324+00.00 "D"



Historic Property Boundary

State Register Listed Vevay Historic District only

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

DESIGNED: DES 4/8/2021
DRAWN: DWN 4/8/2021
CHECKED: $DESCHK$$DESCHK_DT$
CHECKED: $DWNCHK$ 4/8/2021

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE SHEET
LINE "D"
STA. 324+00.00 TO STA. 329+50.00

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
1" = 10'	1900334/1900337

SURVEY BOOK	SHEETS		
Electronic	57	of	159
CONTRACT	PROJECT		
R-42228	1900334		

L:\INDOT\19070906-00\Draw\Sheets\Sht_PlanProfile_20_27.dgn

MEMORANDUM OF AGREEMENT
BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION AND
THE INDIANA STATE HISTORIC PRESERVATION OFFICER
SUBMITTED TO THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
PURSUANT TO 36 C.F.R. Section 800.6(b)(iv)
REGARDING THE SR 56 & SR 156 PAVEMENT REPLACEMENT AND REHABILITATION PROJECT
IN VEVAY, JEFFERSON TOWNSHIP, SWITZERLAND COUNTY, INDIANA
DES. NO. 1900334 (LEAD) AND 1900337

WHEREAS the Federal Highway Administration ("FHWA") proposes to proceed with the SR 56 & SR 156 Pavement Replacement and Rehabilitation Project in Vevay, Jefferson Township, Switzerland County, Indiana; and

WHEREAS the FHWA, in consultation with the Indiana State Historic Preservation Officer ("Indiana SHPO"), has defined the undertaking's area of potential effects ("APE"), as the term is defined in 36 C.F.R. Section 800.16(d), to encompass the area illustrated on the aerial photograph attached to this document as "Attachment A"; and

WHEREAS the FHWA, in consultation with the Indiana SHPO, has found that the Vevay Historic District (NR-2350) is within the APE; and

WHEREAS the FHWA and the Indiana SHPO both recognize that the Vevay Historic District (NR-2350) is listed on the National Register of Historic Places ("National Register"); and

WHEREAS the FHWA, in consultation with the Indiana SHPO, has determined pursuant to 36 C.F.R. Section 800.5(a) that the pavement replacement and rehabilitation project will have an adverse effect on the Vevay Historic District; and

WHEREAS the FHWA has consulted with the Indiana SHPO in accordance with Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108) and its implementing regulations (36 C.F.R. Section 800) to resolve the adverse effect on the Vevay Historic District; and

WHEREAS the public was given an opportunity to comment on the undertaking's adverse effect in a notice published on July 28, 2022 in *The Switzerland Democrat* and the *Vevay Reveille Enterprise* (Vevay, IN), and

WHEREAS the FHWA has notified the Advisory Council on Historic Preservation ("Council") of the adverse effect and invited the Council's participation in the project, pursuant to 36 CFR Section 800.6(a)(1), in a letter dated July 21, 2022, and

WHEREAS the Council declined to participate in consultation through lack of response to the FHWA's invitation within fifteen (15) days; and

WHEREAS the FHWA, in consultation with the Indiana SHPO, has invited the Indiana Department of Transportation ("INDOT") to participate in the consultation and to become a signatory to this memorandum of agreement; and

WHEREAS the FHWA, in consultation with the Indiana SHPO, has invited the Town of Vevay, the Switzerland County Historian, and Indiana Landmarks to participate in the consultation and to become a concurring party to this memorandum of agreement; and

WHEREAS the FHWA has consulted with the Indiana SHPO in accordance with Section 106 of the National Historic Preservation Act (16 U.S.C. 470f) and its implementing regulations (36 C.F.R. Part 800) concerning the scope of work as presented in the materials and plans dated July 20, 2022, and has agreed to proceed with the project as proposed; and

NOW, THEREFORE, the FHWA and the Indiana SHPO agree that upon the submission of a copy of this executed memorandum of agreement, as well as the documentation specified in 36 C.F.R. Section 800.11(e) and (f) to the Council pursuant to 36 C.F.R. Section 800.6[b][1][iv]) and upon the FHWA's approval of the pavement replacement and rehabilitation, the FHWA shall ensure that the following stipulations are implemented in order to take into account the effect of the SR 56 & SR 156 Pavement Replacement and Rehabilitation Project on historic properties.

I. MITIGATION STIPULATIONS

The FHWA, in coordination with INDOT, shall ensure that the following measures are carried out:

A. The Indiana Department of Transportation (INDOT), where feasible, will reset any intact limestone curb for use in this project. Reset limestone curb will be placed in—or will be placed as close to as is possible--those locations where limestone curb was removed. The limestone curb shall be reset in a linear segment in one area rather than in various locations throughout the National Register-listed Vevay Historic District. Also, the limestone curb shall be reset in an original location within the Historic District (where limestone curb had originally been present). Any limestone curb that cannot be reset as part of the undertaking will be offered to the Town of Vevay for repurposing as the Town deems appropriate.

B. INDOT and/or its representatives will work with the consulting parties to design and install interpretive signage within the project area to reflect the loss of the sycamore trees in front of the Swiss Inn (100 E. Main St.), the loss of limestone curb along SR 56/W. Main St., and any other topics deemed appropriate by INDOT and consulting parties.

   i. The interpretive sign historical text, graphics, and layout shall be developed by a Qualified Professional (QP) Historian. Indiana SHPO and consulting parties will have thirty (30) days to review and comment on the interpretive signage design and text information. If the Indiana SHPO

does not respond to this submission within thirty (30) days, acceptance will be assumed. If the Indiana SHPO and consulting parties respond with questions and/or recommendations, INDOT and/or its representative will consult with the Indiana SHPO to incorporate the recommendations to the extent practicable within the limits of the project. INDOT and/or its representative will inform the SHPO and consulting parties of the resolutions to such recommendations and provide the Indiana SHPO with any revisions for their files.

ii. INDOT and/or its representatives will work with the selected QP Historian and consulting parties to determine the number of interpretive signs and their location(s) to adequately convey the significance of selected topics; however, one (1) sign will be for the loss of the sycamore trees and a maximum of two (2) signs will be for the Vevay Historic District.

iii. The selected contractor will develop shop drawings and specifications for the signage that include historical text, sign size(s), material, finish, mounting details, and location(s).

iv. The shop drawings and specification will be submitted to the INDOT Manager of Cultural Resources for review and approval.

v. Once the Manager of INDOT Cultural Resources has approved the shop drawings, the selected contractor shall submit the shop drawings to the Indiana SHPO and the other consulting parties for a 30-day review and comment period.

vi. INDOT and/or its representatives will work with the selected QP Historian, Indiana SHPO, and consulting parties to determine materials to be used in the construction and installation of the interpretive signage. The installation of the signage shall be made part of the construction contract.

C. Tree Planting for Mitigation Purposes

i. INDOT and/or its representatives will work with the Town of Vevay, Indiana SHPO, and consulting parties to determine if tree plantings elsewhere in the National Register-listed Vevay Historic District are feasible for mitigation of the loss of the sycamore trees in front of the Swiss Inn.

ii. INDOT and/or its representatives shall make a good faith effort to introduce species appropriate for placement in the Historic District.

iii. Before construction adjacent to or within the Vevay Historic District, INDOT and/or its representatives shall present a tree planting plan to consulting parties.

iv. The tree planting plan shall identify the location of placement and species of the trees to be planted as part of this project.

v. Indiana SHPO and consulting parties will have thirty (30) days to review and comment on the plan. If the Indiana SHPO does not respond to this submission within thirty (30) days, acceptance will be assumed.

vi. If the Indiana SHPO or any consulting party responds with recommendations, a good faith effort to accommodate the recommendation will be made. FHWA/INDOT and/or its representatives will inform the Indiana SHPO and consulting parties of its response to such recommendations and submit any revisions for their records.

vii. INDOT and/or its contractor shall inspect and monitor the mitigative plantings following the INDOT Standard Specification for Care, Inspection, and Replacement of Plant Materials (INDOT Spec 622.18) attached as Exhibit A.

viii. The Town of Vevay will provide INDOT and/or its contractor with right-of-entry to the property during mitigation implementation and subsequent monitoring.

ix. After completion of the replanting of replacement trees, INDOT and/or its representatives will provide documentation to that effect to consulting parties.

D. Avoidance of Sensitive Areas

i. INDOT and/or its representatives will provide the project designer with the location and boundaries for the following identified archaeological sites as noted by Indiana SHPO: 12Sw456 to 12Sw464 and 12Sw466 to 12SW484.

ii. The project designer will add site boundaries to the construction plans and note them with the following notation on the construction plans "Environmentally Sensitive Area – Do Not Disturb."

iii. Should avoidance not be feasible, a plan for further archaeological investigation must be submitted to the Indiana SHPO for review and comment.

II. OBJECTION RESOLUTION PROVISION

Disagreement and misunderstanding about how this memorandum of agreement is or is not being implemented shall be resolved in the following manner:

A. If the Indiana SHPO or any invited signatory to this memorandum of agreement should object in writing to the FHWA regarding any action carried out or

proposed with respect to the pavement replacement and rehabilitation or implementation of this memorandum of agreement, then the FHWA shall consult with the objecting party to resolve this objection. If, after such consultation, the FHWA determines that the objection cannot be resolved through consultation, then the FHWA shall forward all documentation relevant to the objection to the Council, including the FHWA's proposed response to the objection. Within 45 days after receipt of all pertinent documentation, the Council shall exercise one of the following options:

i. Provide the FHWA with a staff-level recommendation, which the FHWA shall take into account in reaching a final decision regarding its response to the objection; or

ii. Notify the FHWA that the objection will be referred for formal comment pursuant to 36 C.F.R. Section 800.7(c), and proceed to refer the objection and comment. The FHWA shall take into account the Council's comments in reaching a final decision regarding its response to the objection.

B. If comments or recommendations from the Council are provided in accordance with this stipulation, then the FHWA shall take into account any Council comment or recommendations provided in accordance with this stipulation with reference only to the subject of the objection. The FHWA's responsibility to carry out all actions under the memorandum of agreement that are not the subjects of the objection shall remain unchanged.

III. POST-REVIEW DISCOVERY

In the event that one or more historic properties--other than the Vevay Historic District--are discovered or that unanticipated effects on historic properties are found during the implementation of this memorandum of agreement, the FHWA shall follow the procedure specified in 36 C.F.R. Section 800.13, as well as IC 14-21-1-27 and IC 14-21-1-29, by stopping work in the immediate area and informing the Indiana SHPO and the INDOT Cultural Resources Office of such unanticipated discoveries or effects within two (2) business days. Any necessary archaeological investigations will be conducted according to the provisions of IC 14-21-1 and 312 IAC 21 and the most current *Guidebook for Indiana Historic Sites and Structures Inventory – Archaeological Sites*.

IV. AMENDMENT

Any signatory to this memorandum of agreement may request that it be amended, whereupon the parties shall consult to consider the proposed amendment. 36 C.F.R. 800.6(c)(7) shall govern the execution of any such amendment.

V. TERMINATION

A. If the terms of this memorandum of agreement have not been implemented by December 31, 2027, then this memorandum of agreement shall be considered null and void. In such an event, the FHWA shall so notify the parties to this memorandum of agreement and, if it chooses to continue with the pavement

replacement and rehabilitation, then it shall reinitiate review of the pavement replacement and rehabilitation in accordance with 36 C.F.R. Sections 800.3 through 800.7.

B. Any signatory to this memorandum of agreement may terminate it by providing thirty (30) days notice to the other parties, provided that the parties shall consult during the period prior to termination to seek agreement on amendments or other actions that would avoid termination. In the event of termination, the FHWA shall comply with 36 C.F.R. Sections 800.3 through 800.7 with regard to the review of the pavement replacement and rehabilitation.

C. In the event that the FHWA does not carry out the terms of this memorandum of agreement, the FHWA shall comply with 36 C.F.R. Sections 800.3 through 800.7 with regard to the review of the pavement replacement and rehabilitation.

The execution of this memorandum of agreement by the FWHA and the Indiana SHPO the submission of it to the Council with the appropriate documentation specified in 36 C.F.R. Section 800.11(e) and (f), and the implementation of its terms evidence that the FHWA has afforded the Council an opportunity to comment on the pavement replacement and rehabilitation and its effect on historic properties and that the FHWA has taken into account the effects of the pavement replacement and rehabilitation on historic properties.

SIGNATORIES (required):
FEDERAL HIGHWAY ADMINISTRATION
INDIANA STATE HISTORIC PRESERVATION OFFICER

INVITED SIGNATORIES:
INDIANA DEPARTMENT OF TRANSPORTATION

INVITED CONCURRING PARTIES:
TOWN OF VEVAY
SWITZERLAND COUNTY HISTORIAN
INDIANA LANDMARKS

REQUIRED SIGNATORY

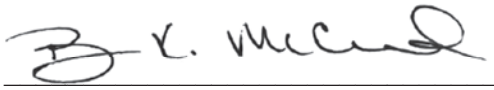
FEDERAL HIGHWAY ADMINISTRATION

By: KARSTIN MARIE CARMANY-GEORGE Digitally signed by KARSTIN MARIE CARMANY-GEORGE Date: 2023.01.04 08:20:39 -05'00' Date: 1/4/2023

for Jermaine R. Hannon, Division Administrator

REQUIRED SIGNATORY

INDIANA STATE HISTORIC PRESERVATION OFFICER

By:  Date: 12/01/2022

Beth K. McCord, Deputy State Historic Preservation Officer

INVITED SIGNATORY

INDIANA DEPARTMENT OF TRANSPORTATION

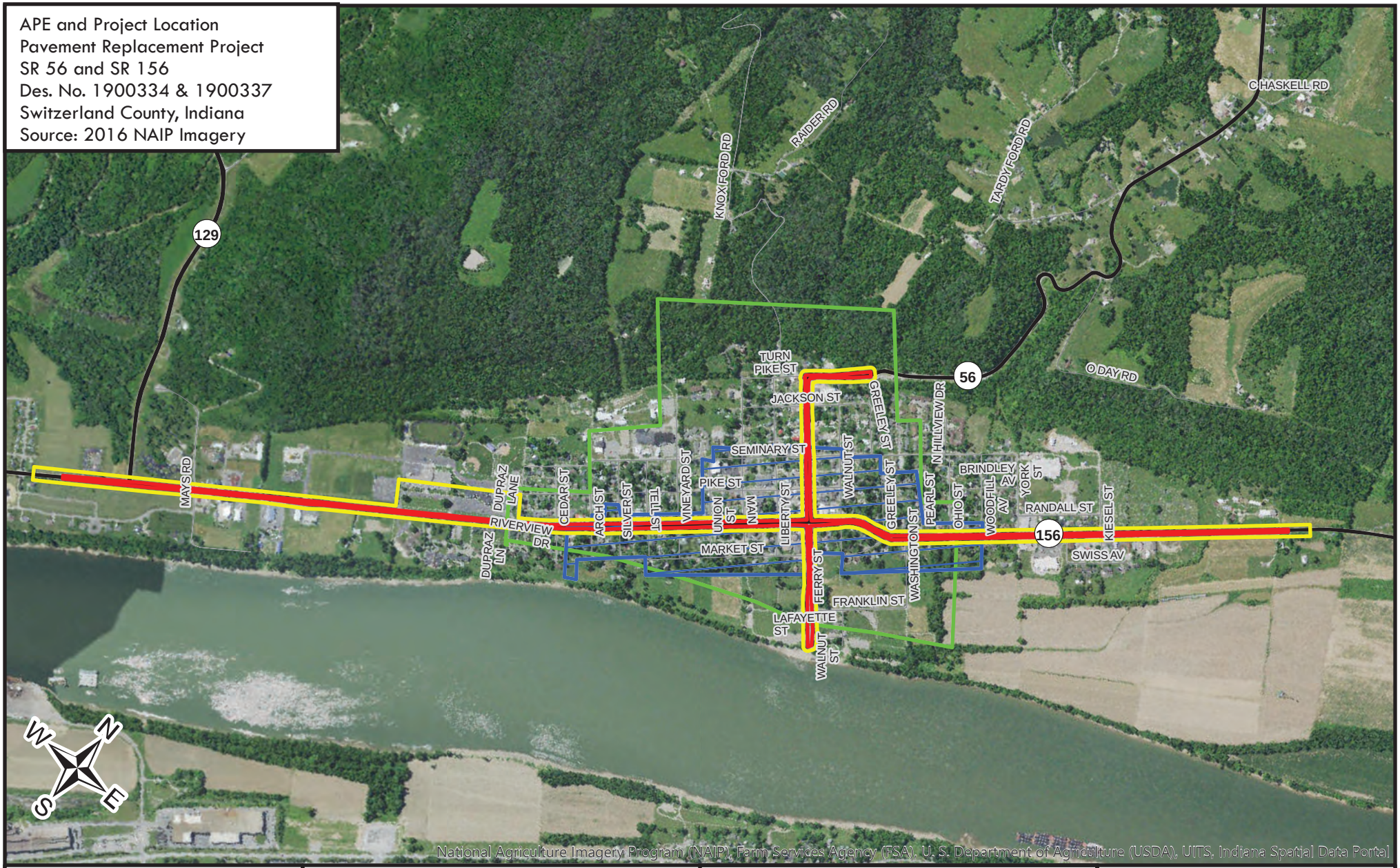
By: LEHilden Date: 11/17/2022

Laura Hilden, Environmental Services Director

CONCURRING PARTY

By: _____ Date: 12/19/22

Organization Name: Toward Vevay Title: President


APE and Project Location
Pavement Replacement Project
SR 56 and SR 156
Des. No. 1900334 & 1900337
Switzerland County, Indiana
Source: 2016 NAIP Imagery
C HASKELL RD
KNOX FORD RD
RAIDER RD
TARDY FORD RD
129
56
O DAY RD
TURN PIKE ST
JACKSON ST
GREELEY ST
N HILLVIEW DR
SEMINARY ST
WALNUT ST
VINEYARD ST
PIKE ST
BRINDLEY AV
YORK ST
MAYS RD
DUPRAZ LANE
CEDAR ST
ARCH ST
SILVER ST
TELL ST
UNION ST
MAIN
LIBERTY ST
GREELEY ST
PEARL ST
OHIO ST
WOODFILL AV
RANDALL ST
KIESEL ST
RIVERVIEW DR
DUPRAZ LN
MARKET ST
156
SWISS AV
FERRY ST
WASHINGTON ST
FRANKLIN ST
LAFAYETTE ST
WALNUT ST
W
N
S
E
National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U.S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal
0
0.17
0.35
Miles
1:18,000
Project Location
National Historic District
APE
State Historic District
SJCA

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov ·

HISTORIC PRESERVATION AND ARCHAEOLOGY

August 18, 2022

Scott Henley
Cultural Resources Associate
SJCA Inc.
9102 N. Meridian Street, Suite 200
Indianapolis, Indiana 46260

State Agency: Indiana Department of Transportation ("INDOT"),
Federal Agency: Federal Highway Administration, Indiana Division ("FHWA")

Re: DUAL REVIEW: Federal Highway Administration's finding of "Adverse Effect" and draft Memorandum of Agreement (6/28/2022 Version) for the SR 56 and SR 156 pavement replacement and rehabilitation project (Des. No. 1900334 & 1900337; DHPA No. 25496)

Dear Mr. Henley:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108); implementing regulations at 36 C.F.R. Part 800; the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana" ("Indiana Minor Projects PA"); and also pursuant to Indiana Code 14-21-1-18 and 312 Indiana Administrative Code ("IAC") 20-4, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your July 20, 2022, submission which enclosed FHWA's finding and supporting documentation, along with the draft memorandum of agreement ("Draft MOA"; 6/28/2022 Version), for the aforementioned project in Vevay, Switzerland County, Indiana.

As previously indicated, for the purposes of the Section 106 review of this undertaking, based on the information provided, we agree that the project as proposed would not adversely affect the National Register of Historic Places ("NRHP")-listed Hoosier Theater (NR-0459), Switzerland County Courthouse (NR-2134), and Edward Eggleston and George Cary House (NR-2054), along with the National Register-eligible Craftsman house at 102 W. Turnpike Street (Indiana Historic Sites and Structures Inventory ["IHSSI"] #155-648-21016). We agree that the project will adversely affect the NRHP-listed Vevay Historic District (NR-2350).

Also as previously indicated, regarding the archaeological resources, the portion of archaeological sites 12Sw456 to 12Sw464 and 12Sw466 to 12Sw484 surveyed for this project do not appear eligible for inclusion in the NRHP; however, the site boundaries likely extend beyond the limits surveyed and the unsurveyed portions of sites 12Sw456 to 12Sw464 and 12Sw466 to 12Sw484 remain unevaluated for inclusion in the NRHP. The surveyed limits should be clearly marked at the locations of sites 12Sw456 to 12Sw464 and 12Sw466 to 12Sw484 so that unsurveyed portions of the sites are avoided by all ground-disturbing project activities.

A stipulation to clearly mark these site locations outside the surveyed area on the construction plans as "Environmentally Sensitive Area – Do Not Disturb" should be added to the Draft MOA and/or added as a project commitment. If avoidance is not feasible, a plan for further archaeological investigations shall be submitted to the Indiana SHPO for review and comment.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the Indiana SHPO within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code

14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

Accordingly, we concur with FHWA's July 20, 2022, Section 106 finding of "Adverse Effect" for this federal undertaking. Regarding the Craftsman House, we agree that while the undertaking will temporarily occupy land from its property boundary, the conditions listed in 23 CFR 773.13(d) are satisfied and the impacts constitute a temporary occupancy.

Regarding the Draft MOA, we have the following comments:

- We note that throughout the 800.11(e) documentation, it states that "none of the limestone curbs will remain after this undertaking is completed." However, at the conclusion of the document and within the Draft MOA, it implies that as much as 50-60% of the limestone may be in good condition to be reused or repurposed. We also want to specify that where the limestone can be reset, it should be reset in a linear segment. It would be preferable to reset a segment of limestone curbing in one area rather than placing them sporadically throughout the district should those be their original locations.

- The interpretive signage plan in Stipulation I.B. needs clarification. How many signs are proposed to be developed? Will consulting parties have input on the location (or locations?)

- Will there be any tree plantings as part of the mitigation for this project? In the second to last paragraph of Section 5. Labeled "*Minimization and Mitigation Measures*" of the finding documentation, it states that mitigation may include "Tree planting (where appropriate) elsewhere in the National Register-listed Vevay Historic District." Yet there is nothing specified within the Draft MOA regarding this plan.

- As stated earlier, a stipulation to clearly mark the archaeological site locations outside the surveyed area on the construction plans as "Environmentally Sensitive Area – Do Not Disturb" should be added to the Draft MOA and/or added as a project commitment.

Unless another consulting party disagrees with the language of the draft MOA, it might be appropriate now to finalize the MOA and circulate it for signature. Once the terms of the memorandum of agreement are satisfactory and the objectives and purposes of IC 14-21-1-18 have been achieved, we may issue a director's letter of clearance under 312 IAC 20-4-11.5(g).

For the benefit of those recipients of a copy of this letter who are not Section 106 consulting parties, please be aware that a copy of this submission can be found online at http://erms.indot.in.gov/Section106Documents/. From there, search by this project's designation number: 1900334 & 1900337.

If you have questions regarding our dual review of the aforementioned project, please contact DNR-DHPA. Questions about archaeological issues should be directed to contact Beth McCord at (317) 232-3492 or bmccord@dnr.in.gov. Questions about historic buildings or structures pertaining to this review should be directed to Danielle Kauffmann at (317) 232-0582 or dkauffmann@dnr.IN.gov.

In all future correspondence regarding the dual review of this pavement rehabilitation and replacement project in Vevay, Switzerland County (Des. No. 1900334 & 1900337), please refer to DHPA No. 25496.

Very truly yours,

Beth K. McCord
Deputy State Historic Preservation Officer
Director, Division of Historic Preservation and Archaeology

BKM:DMK:BKM:dmk

EMC to federal and state agency or consultant staff members:
Erica Tait, FHWA
Matt Coon, INDOT
Susan Branigin, INDOT
Scott Henley, SJCA, Inc.
Danielle Kauffmann, DNR-DHPA

EMC to Indiana Historic Preservation Review Board Members:
J. Scott Keller, Review Board
Daniel Kloc, AIA, Review Board
Jason Larrison, AIA, Review Board
Chandler Lighty, Review Board
Beth McCord, DNR-DHPA, Review Board
Ryan Mueller, Deputy Director, DNR, and Chairman, Review Board
Anne Shaw, Review Board
April Sievert, Ph.D., Review Board

EMC to potentially interested persons:
Delaware Tribe of Indians, Oklahoma
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
United Keetoowah Band of Cherokee Indians

Janet Hendricks, Switzerland County Historian
Martha Bladen, Switzerland County Historical Society
Switzerland County Council
Brandi Bear, Vevay Town Council
Vevay Main Street, Inc.
Historic Vevay, Inc.
Vevay Historic Review Board
Switzerland County Commissioners
Darrell Keith, Switzerland County Highway Department
Jarrad Holbrook, Indiana Landmarks, Southeast Field Office

SR 56 and SR 156 Pavement Improvements
CE Level 4

APPENDIX E: RED FLAG INVESTIGATION

CMT

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-ES
Indianapolis, Indiana 46204

PHONE: (317) 694-8283

Eric Holcomb, Governor
Joe McGuinness,
Commissioner

Date: July 21, 2021

To: Site Assessment & Management (SAM)
Environmental Policy Office - Environmental Services Division (ESD)
Indiana Department of Transportation
100 N Senate Avenue, Room N642
Indianapolis, IN 46204

From: Claudia McAllister-Peterson
Crawford, Murphy & Tilly Inc.
8790 Purdue Road
Indianapolis, IN 46268
cmcallister-peterson@cmtengr.com

Re: RED FLAG INVESTIGATION
DES Nos. 1900334 and 1900337, State Project
Pavement Replacement
SR 56 and SR 156
Switzerland County, Indiana

PROJECT DESCRIPTION

Brief Description of Project:
The project includes a pavement replacement and/or rehabilitation along State Road (SR) 56 and SR 156 (Main Street) in the town of Vevay, Switzerland County, Indiana. The proposed work for Des. No. 1900334 is along SR 56 from 0.19 mile west of the SR 129 intersection to 0.42 mile north and east of the SR 156 intersection as well as along Ferry Street from 0.15 mile south of SR 56. The proposed work for Des. No. 1900337 is along SR 156 from 0.75 mile east of the west junction of SR 56. The project is located in Sections 13, 14, 22, and 23, Township 2 North, Range 3 West of the U.S. Geological Survey (USGS) Vevay North and Vevay South, Indiana Quadrangles.

The project will complete a mill and overlay of the existing asphalt along SR 56 and SR 156 at the west and east ends of the project area. Along SR 56/SR 156 between Dupraz Lane and Walnut Street, the pavement will be rehabilitated with new curbs, storm sewer systems, and ADA-compliant curb ramps. New storm sewer installation will occur along Main Street between Dupraz Street and Walnut Street as well as along Ferry Street between Market Street and Turnpike Street. The new storm sewer trunk line along Ferry Street will outlet into the existing ditch that is 350 feet south of the Ferry Street/Market Street intersection. ADA-compliant curb ramp upgrades will occur throughout the entire project area at every public street intersection along both SR 56 and SR 156. Within the downtown core, the existing sidewalks will be replaced along with the pavement and drainage improvements. Along SR 56 (Ferry Street), additional drainage improvements will be made between Turnpike Street and Main Street. In water work will include replacing an inlet structure on a stream located in the northern portion of the project area along SR 56 and installing a storm sewer outlet, which will include the placement of riprap into a second stream located in the southern portion of the project area along Ferry Street. The total length of the improvements is 3.03 miles. Construction is anticipated to begin in Fall 2023.

Bridge and/or Culvert Project: Yes ☐ No ☒ Structure # _____

If this is a bridge project, is the bridge Historical? Yes ☐ No ☐ , Select ☐ Non-Select ☐

(Note: If the project involves a historical bridge, please include the bridge information in the Recommendations Section of the report).

Proposed right of way: Temporary ☒ # Acres __0.1___ Permanent ☒ # Acres _0.2____, Not Applicable ☐

Type and proposed depth of excavation: Excavation for the installation of new storm sewers will be needed at depths of up to 10 feet below the surface.

Maintenance of traffic (MOT): Work along SR 156 (Main Street) will be constructed under phased construction. Ferry Street will require a closure with detour to install the new storm sewer systems. No other closures or detours will be required for the construction of the project.

Work in waterway: Yes ☒ No ☐ Below ordinary high water mark: Yes ☒ No ☐

State Project: ☒ LPA: ☐

Any other factors influencing recommendations: N/A

INFRASTRUCTURE TABLE AND SUMMARY

Infrastructure Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Religious Facilities	**5***	Recreational Facilities	**9***
Airports[1]	**N/A**	Pipelines	**2**
Cemeteries	**1**	Railroads	**N/A**
Hospitals	**N/A**	Trails	**1**
Schools	**4***	Managed Lands	**N/A**

[1]In order to complete the required airport review, a review of public airports within 3.8 miles (20,000 feet) is required.

Explanation:

Religious facilities*: Five (5) religious facilities, two (2) mapped and three (3) unmapped, are located within the 0.5 mile search radius. The unmapped religious facility, Most Sorrowful Mother of God Church, is located adjacent to the project area. The unmapped religious facility, Vevay Assembly Church Inc., is located adjacent to the project area. Coordination with Most Sorrowful Mother of God Church and Vevay Assembly Church Inc. will occur.

Cemeteries: One (1) cemetery is located within the 0.5 mile search radius. Vevay Cemetery is located adjacent to the project area. A Cemetery Development Plan may be required since this project is within 100 feet of the cemetery. Coordination with INDOT Cultural Resources will occur.

Schools*: Four (4) school facilities, three (3) mapped and one (1) unmapped, are located within the 0.5 mile search radius. All four (4) school facilities, Jefferson-Craig Elementary School, Switzerland County Middle School, Switzerland County Senior High School, Switzerland County School Corporation are located adjacent to the project area to the northwest. The Switzerland County School Corporation serves as a transportation hub. Coordination with the Switzerland County School Corporation will occur.

Recreational facilities*: Nine (9) recreational facilities, eight (8) mapped and one (1) unmapped, are located within the 0.5 mile search radius. Three (3) mapped recreational facilities, Jefferson-Craig Elementary School, Switzerland Co Jr-Sr High School, and Paul W. Ogle Riverfront Park are located adjacent to the project area. One (1) unmapped recreational facility, the Switzerland County YMCA, is located adjacent to the project area. Coordination with the Switzerland County School Corporation, the Vevay Park Board, and the Switzerland County YMCA will occur.

Pipelines: Two (2) pipeline segments are located within the 0.5 mile search radius. Both segments are associated with the Switzerland County Natural Gas Co. Inc., and the nearest segment is located approximately 0.20 mile south of the project area. No impact is expected.

Trails: One (1) trail segment is located within the 0.5 mile search radius. The trail segment, Larry Tolbert Trail, is located adjacent to the project area. Coordination with the Switzerland County YMCA will occur.

WATER RESOURCES TABLE AND SUMMARY

Water Resources
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:

NWI - Points	**5**	Canal Routes - Historic	**N/A**
Karst Springs	**N/A**	NWI - Wetlands	**30**
Canal Structures – Historic	**N/A**	Lakes	**12**
NPS NRI Listed	**N/A**	Floodplain - DFIRM	**4**
NWI-Lines	**1**	Cave Entrance Density	**N/A**
IDEM 303d Listed Streams and Lakes (Impaired)	**2**	Sinkhole Areas	**N/A**
Rivers and Streams	**7**	Sinking-Stream Basins	**N/A**

Explanation:

NWI Points: Five (5) NWI points are located within the 0.5 mile search radius. The nearest point is approximately 0.23 mile northwest of the project area. No impact is expected.

NWI Lines: One (1) NWI-line segment is located within the 0.5 mile search radius. The NWI-line segment, Indian Creek, is located approximately 0.41 mile southwest of the project area. No impact is expected.

IDEM 303d Listed Rivers and Streams (Impaired): Two (2) 303d Listed Streams are located within the 0.5 mile search radius. The nearest impaired listing, the Ohio River, is located approximately 0.10 mile southeast of the project area. The Ohio River is listed as impaired for E. coli, PCBs, and dioxin in water. Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure. Exposure to PCBs (and/or dioxin) in fish tissue is considered low, assuming workers are not eating biota surrounding or associated with the water body. No work will occur in the Ohio River. No impact is expected.

Rivers and Streams: Seven (7) rivers or streams segments are located within the 0.5 mile search radius. The nearest stream segment, a tributary of Indian Creek, is located approximately 0.06 mile west of the project area. No impact is expected.

NWI – Wetlands: Thirty (30) NWI wetlands are located within the 0.5 mile search radius. The nearest wetland is located approximately 0.05 mile northwest of the project area. No impact is expected.

Lakes: Twelve (12) lakes are located within the 0.5 mile search radius. The nearest lake is located approximately 0.05 mile northwest of the project area. No impact is expected.

Floodplain – DFIRM: Four (4) 100-year floodplain polygons are located within the 0.5 mile search radius. The project area is located within one of the floodplain polygons. Coordination with INDOT ES Ecology and Waterway Permitting will occur.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

Mining/Mineral Exploration Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Petroleum Wells	**2**	Mineral Resources	**N/A**
Mines – Surface	**N/A**	Mines – Underground	**N/A**

Explanation:

Petroleum Wells: Two (2) petroleum wells are located within the 0.5 mile search radius. The two (2) wells are located approximately 0.01 mile southeast of the project area and both are presumed plugged. No impact is expected; however, coordination with IDNR Oil and Gas Division will occur.

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

Hazardous Material Concerns Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	**N/A**	Manufactured Gas Plant Sites	**N/A**
RCRA Generator/ TSD	**N/A**	Open Dump Waste Sites	**N/A**
RCRA Corrective Action Sites	**N/A**	Restricted Waste Sites	**N/A**
State Cleanup Sites	**N/A**	Waste Transfer Stations	**N/A**
Septage Waste Sites	**N/A**	Tire Waste Sites	**N/A**
Underground Storage Tank (UST) Sites	**8**	Confined Feeding Operations (CFO)	**N/A**
Voluntary Remediation Program	**N/A**	Brownfields	**N/A**
Construction Demolition Waste	**N/A**	Institutional Controls	**N/A**
Solid Waste Landfill	**N/A**	NPDES Facilities	**1**
Infectious/Medical Waste Sites	**N/A**	NPDES Pipe Locations	**1**
Leaking Underground Storage (LUST) Sites	**2**	Notice of Contamination Sites	**N/A**

Unless otherwise noted, site specific details presented in this section were obtained from documents reviewed on the Indiana Department of Environmental Management (IDEM) Virtual File Cabinet (VFC).

Explanation:

Leaking Underground Storage Tanks (LUSTs): Two (2) LUST sites are located within the 0.5 mile search radius and adjacent to the project area.

Shop Quik, 701 East Main Street, Vevay, IN 47043 (FID ID No. 9432)
This LUST site is adjacent to the eastern extension of the project area. A petroleum release was identified during UST closure activities completed in 1992; however, impacted soils appear to have been removed and disposed off-site. Recently, the IDEM issued a Violation Letter, dated December 17, 2020, following an inspection of the site and requested documentation on several repairs needed. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater will be necessary.

Former Mac's Convenience Store/Vevay Super Value #4716, 705 East Main Street, Vevay, IN 47043 (FID No. 2692)
This LUST site is adjacent to the eastern extension of the project area. IDEM issued a No Further Action (NFA) Determination Pursuant to Risk Integrated System of Closure (RISC) letter, dated November 10, 2008, following UST closure activities and subsurface soil samples, which did not contain chemicals of concern (CoCs) above their respective default closure levels at that time. No impact is expected.

Underground Storage Tanks (USTs): Eight (8) UST sites are located within the 0.5 mile search radius. Three (3) UST facilities are located adjacent to the project area.

Bennett Auto Sales, 402 West Main Street, Vevay, IN 47043 (AI 19146)
Three (3) gasoline USTs were closed and removed on November 20, 1998. Documentation reviewed does not indicate that a release occurred. No impact is expected.

Silgas Incorporated, Ferry Street, Vevay, IN 47043 (AI 18970)
This site is associated with former Vevay Petroleum Bulk Plant and the icon does not appear to be mapped at the correct location and appears to be 0.25 mile north of the project area. No impact is expected.

East End Auto Parts, 405 E Main St, Vevay, IN 47043 (AI 20890)
The UST was reportedly removed in 1900. On January 24, 2000, an IDEM field inspector closed the file. UST closure sampling or reporting was not completed. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater will be necessary.

Citgo River Valley Express, 802 W Main St, Vevay, IN 47043 (AI 18811)
Three (3) active gasoline fiberglass USTs, one (1) active diesel >20% biodiesel fiberglass UST, one (1) active kerosene fiberglass UST were inspected on January 12, 2021. Violations were found and an updated notification for USTs was uploaded to IDEM VFC on February 2, 2021. Excavation will occur in this area. Proper removal and disposal of soil and/or groundwater may be necessary.

NPDES Facilities: One (1) NPDES facility is located within the 0.5 mile search radius. The facility, Vevay Wastewater Treatment Plant, Arch & Seminary St, Vevay, IN 47043 (NPDES ID IN0020231), is located approximately 0.25 mile northeast of the project area. No impact is expected.

NPDES Pipe Location: One (1) NPDES pipe location is located within the 0.5 mile search radius. The pipe, Vevay Wastewater Treatment Plant, Arch & Seminary St, Vevay, IN 47043 (NPDES ID IN0020231), is an active external outfall located 0.11 mile southeast of the project area at the Ohio River. IDEM conducted an inspection on January 29, 2020, and the facility was found to have potential problems related to hydraulic overloading of inflow at the treatment plant. No impact is expected.

ECOLOGICAL INFORMATION SUMMARY

The Switzerland County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is provided at https://www.in.gov/dnr/naturepreserve/files/switzerland-county.pdf. A preliminary review of the Indiana Natural Heritage Database by INDOT ESD did indicate the presence of ETR species within the 0.5 mile search radius. Coordination with USFWS and IDNR will occur.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The project area is located in an urban area near the Ohio River. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

RECOMMENDATIONS SECTION

Include recommendations from each section. If there are no recommendations, please indicate N/A:

INFRASTRUCTURE:
Religious facilities: One (1) unmapped religious facility, Most Sorrowful Mother of God Church, is located within the project area. One (1) unmapped religious facility, Vevay Assembly Church Inc., is located adjacent to the project area. Coordination with the religious facilities will occur.

Cemeteries: One (1) cemetery, Vevay Cemetery, is located adjacent to the project area. A Cemetery Development Plan may be required since this project is within 100 feet of the cemetery. Coordination with INDOT Cultural Resources will occur.

Schools: Four (4) school facilities, Jefferson-Craig Elementary School, Switzerland County Middle School, Switzerland County Senior High School, and the Switzerland County School Corporation, are located adjacent to the project area. Coordination with the Switzerland County School Corporation will occur.

Recreational facilities: Four (4) recreational facilities, Jefferson-Craig Elementary School, Switzerland Co Jr-Sr High School, Paul W. Ogle Riverfront Park, and the Switzerland County YMCA, are located adjacent to the project area. Coordination with the Switzerland County School Corporation, the Vevay Park Board, and the Switzerland County YMCA will occur.

Trails: One (1) trail segment, Larry Tolbert Trail, is located adjacent to the project area. Coordination with the Switzerland County YMCA will occur.

WATER RESOURCES:
The presence of the following water resources will require coordination with INDOT ESD Ecology and Waterway Permitting:

The project area is located within a floodplain.

IDEM 303d Listed Rivers and Streams (Impaired): The Ohio River, is located approximately 0.10 mile southeast of the project area. The Ohio River is listed as impaired for E. coli, PCBs, and dioxin in water. Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure. Regarding PCBs and dioxin, no work is occurring in the waterway, so no impact is expected for these impairments.

MINING/MINERAL EXPLORATION:
Petroleum Wells: Two (2) petroleum wells are located approximately 0.01 mile southeast of the project area. No impact is expected; however, coordination with IDNR Oil and Gas Division will occur.

HAZMAT CONCERNS:

Leaking Underground Storage Tanks (LUSTs):

Shop Quik, 701 East Main Street, Vevay, IN 47043 (FID ID No. 9432)

This LUST site is adjacent to the eastern extension of the project area. A petroleum release was identified during UST closure activities completed in 1992; however, impacted soils appear to have been removed and disposed off-site. Recently, the IDEM issued a Violation Letter, dated December 17, 2020, following an inspection of the site and requested documentation on several repairs needed. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater will be necessary.

Underground Storage Tanks (USTs):

East End Auto Parts, 405 E Main St, Vevay, IN 47043 (AI 20890)

This UST site is adjacent to the project area. The UST was reportedly removed in 1900. On January 24, 2000, an IDEM field inspector closed the file. UST closure sampling or reporting was not completed. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater will be necessary.

Citgo River Valley Express, 802 W Main St, Vevay, IN 47043 (AI 18811)

This UST site is adjacent to the project area. Three (3) active gasoline fiberglass USTs, one (1) active diesel >20% biodiesel fiberglass UST, one (1) active kerosene fiberglass UST were inspected on January 12, 2021. Violations were found and an updated notification for USTs was uploaded to IDEM VFC on February 2, 2021. Excavation will occur in this area. Proper removal and disposal of soil and/or groundwater may be necessary.

ECOLOGICAL INFORMATION:

Coordination with USFWS and IDNR will occur. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

INDOT ESD concurrence: Nicole Fohey-Breting Digitally signed by Nicole Fohey-Breting Date: 2021.07.27 19:24:25 -04'00' (Signature)

Prepared by:
Claudia McAllister-Peterson
Ecological Engineer
Crawford, Murphy & Tilly, Inc.

Graphics:

A map for each report section with a 0.5 mile search radius buffer around all project area(s) showing all items identified as possible items of concern is attached. If there is not a section map included, please change the YES to N/A:

SITE LOCATION: YES

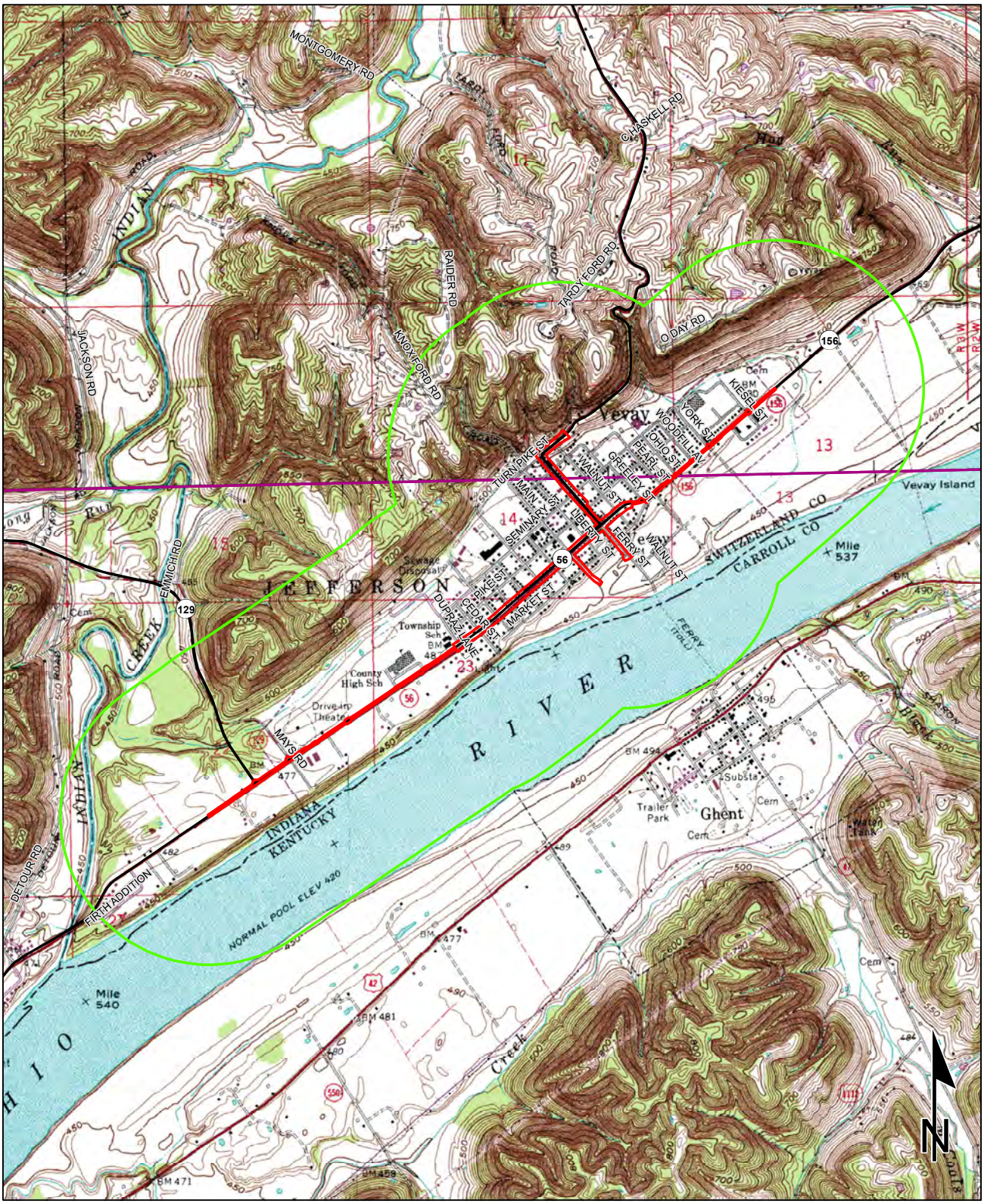
INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: YES

HAZARDOUS MATERIAL CONCERNS: YES

Red Flag Investigation - Site Location
SR 56 and SR 156
Des. No.1900334 and 1900337, Pavement Replacement
Switzerland County, Indiana



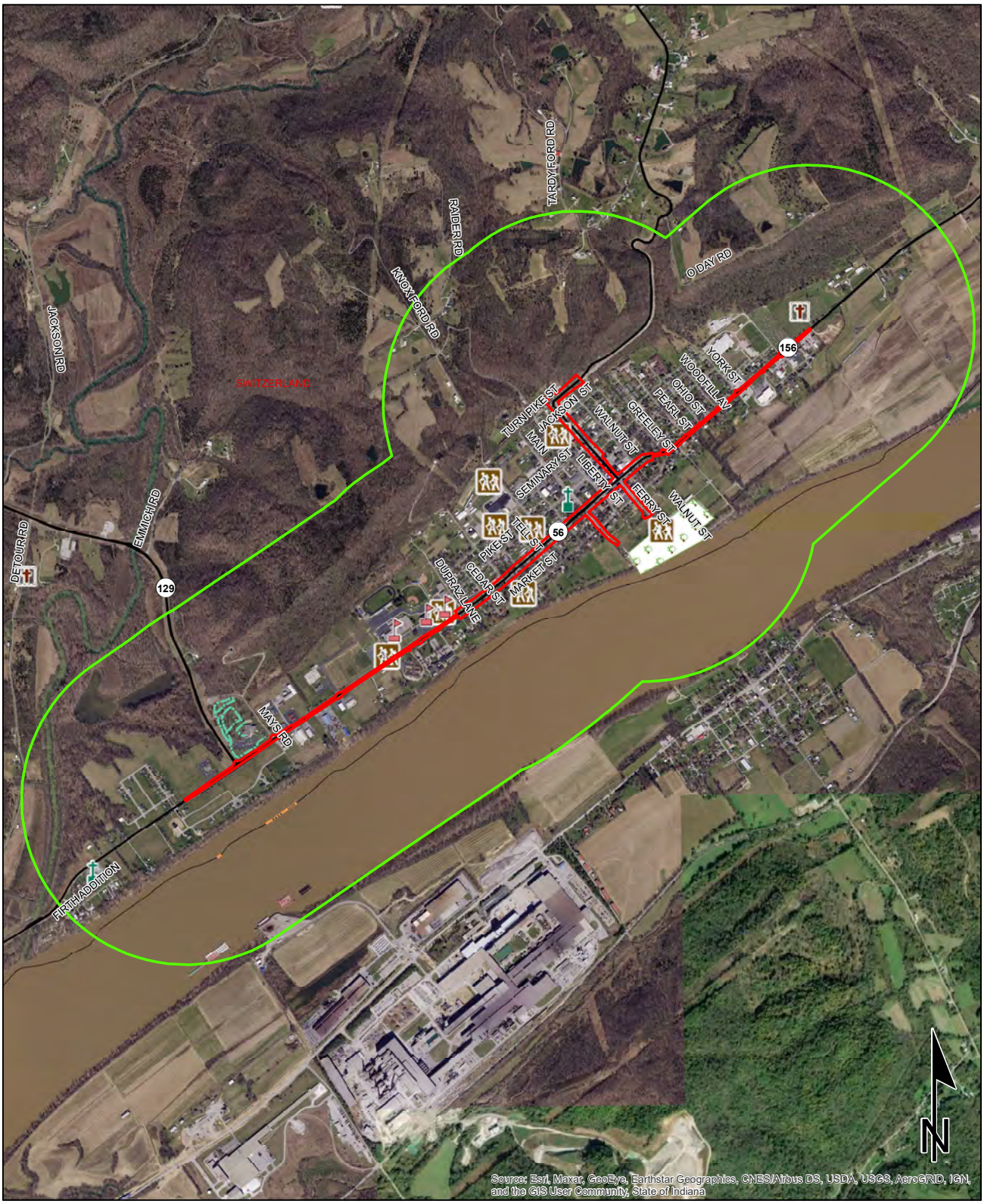
0.4 0.2 0 0.4 Miles

Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

VEVAY NORTH & VEVAY SOUTH QUADRANGLES, INDIANA
7.5 MINUTE SERIES
(TOPOGRAPHIC)

Red Flag Investigation - Infrastructure
SR 56 and SR 156
Des. No.1900334 and 1900337, Pavement Replacement
Switzerland County, Indiana



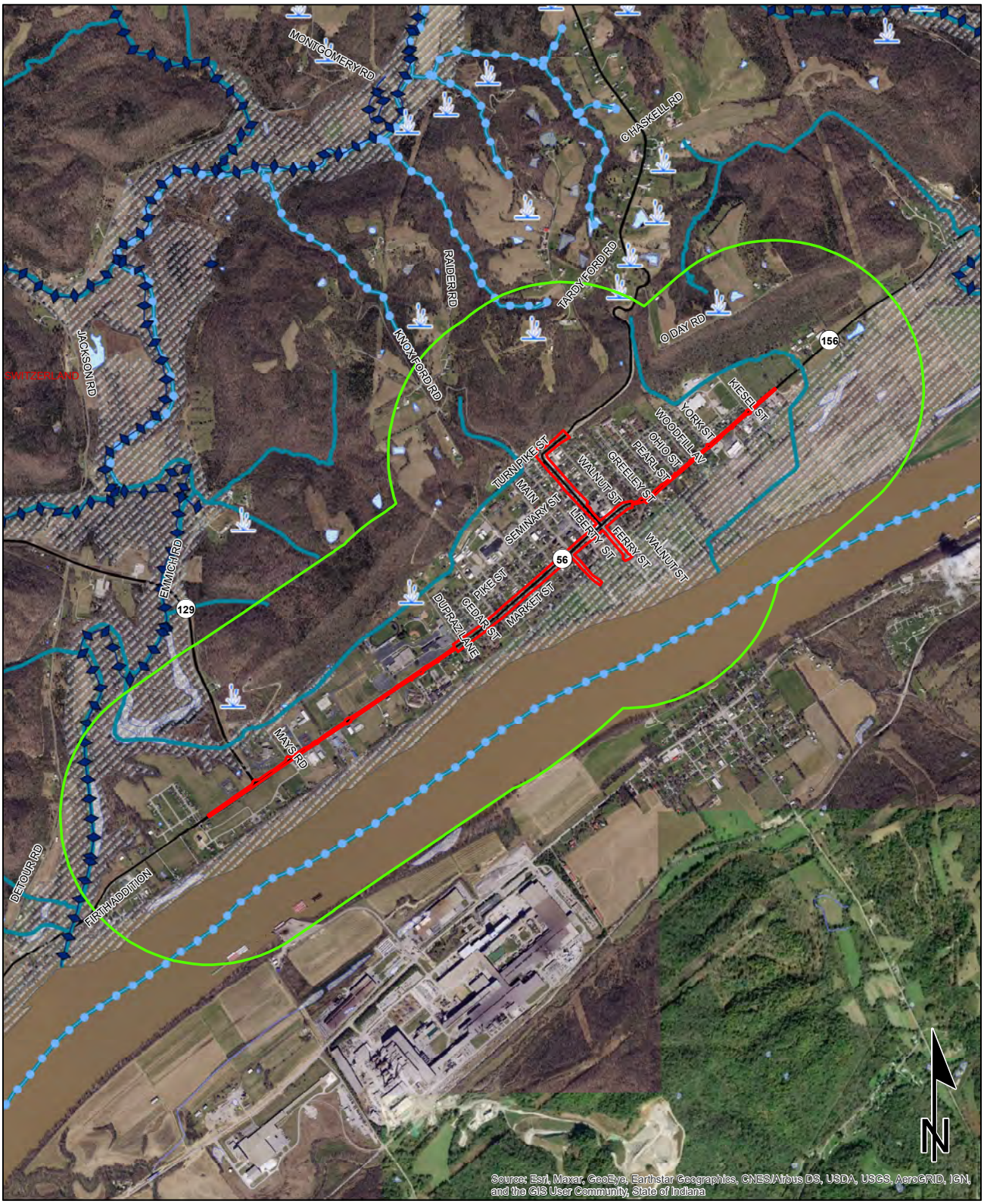
0.35 0.175 0 0.35 Miles

Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

- Religious Facility
- Airport
- Cemeteries
- Hospital
- School
- Recreation Facility
- Pipeline
- Railroad
- Trails
- Managed Lands
- County Boundary
- Project Area
- Half Mile Radius
- Toll
- Interstate
- State Route
- US Route
- Local Road

Red Flag Investigation - Water Resources
SR 56 and SR 156
Des. No.1900334 and 1900337, Pavement Replacement
Switzerland County, Indiana



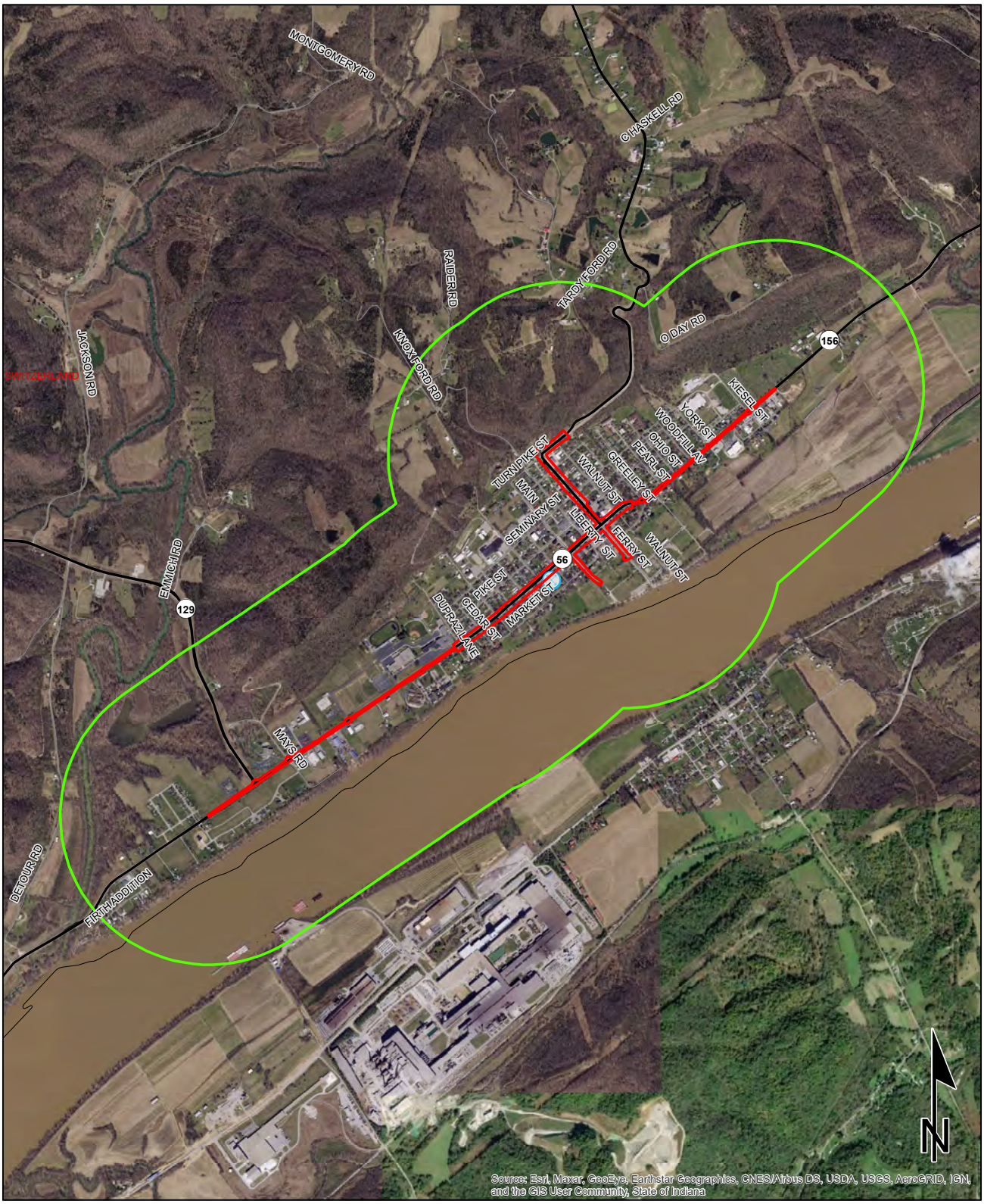
0.4 0.2 0 0.4 Miles

Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

- NWI - Point
- Karst Spring
- NWI- Line
- Impaired_Stream_Lake
- NPS NRI listed
- River
- Canal Structure - Historic
- Canal Route - Historic
- Wetlands
- Lake
- Floodplain - DFIRM
- Cave Entrance Density
- Sinkhole Area
- Sinking-Stream Basin
- County Boundary
- Project Area
- Half Mile Radius
- Toll
- Interstate
- State Route
- US Route
- Local Road

Red Flag Investigation - Mining/Mineral Exploration
SR 56 and SR 156
Des. No.1900334 and 1900337, Pavement Replacement
Switzerland County, Indiana



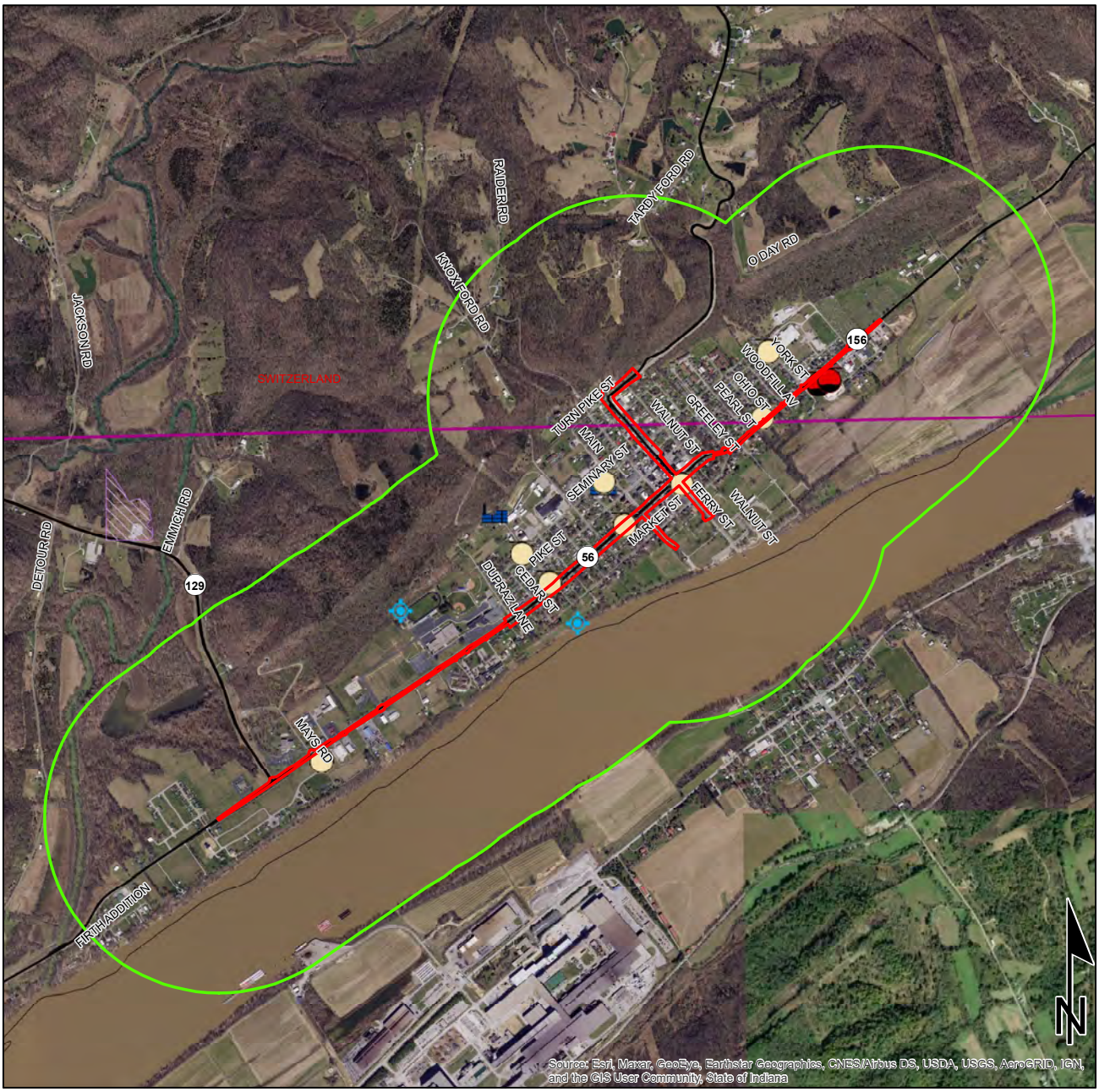
0.4 0.2 0 0.4 Miles

Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

- Oil and Gas Wells
- Mineral Resources
- Mine - Surface
- Mine - Underground
- County Boundary
- Project Area
- Half Mile Radius
- Toll
- Interstate
- State Route
- US Route
- Local Road

Red Flag Investigation - Hazardous Material Concerns
SR 56 and SR 156
Des. No.1900334 and 1900337, Pavement Replacement
Switzerland County, Indiana



- Brownfield
- RCRA Corrective Action Sites
- Confined Feeding Operation
- Notice_Of_Contamination
- Construction/Demolition Site
- Infectious/Medical Waste Site
- Leaking Underground Storage Tank
- Manufactured Gas Plant
- NPDES Facilites
- NPDES Pipe Locations
- Open Dump Waste Site
- RCRA Generator/TSD
- Restricted Waste Site
- Septage Waste Site
- Solid Waste Landfill
- State Cleanup Site
- Superfund
- Tire Waste Site
- Underground Storage Tank
- Voluntary Remediation Program
- Waste Transfer Station
- Institutional Controls
- County Boundary
- Project Area
- Half Mile Radius
- Toll
- Interstate
- State Route
- US Route
- Local Road

0.4 0.2 0 0.4 Miles

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

SR 56 and SR 156 Pavement Improvements
CE Level 4

APPENDIX F: WATER RESOURCES

Note: Duplicate mapping was included in the Waters Report, but were intentionally removed. Please see Appendix B for maps.

Waters Report

State Road 56
City of Vevay, Switzerland County, Indiana
Pavement Replacement

DES No: 1900334 & 1900337

Completed Date: JANUARY 12, 2020
INDOT EWPO Approval Date:

PREPARED BY:

CRAWFORD, MURPHY & TILLY, INC.
8790 PURDUE ROAD
INDIANAPOLIS, INDIANA 46268

PREPARED FOR:

INDIANA DEPARTMENT
OF TRANSPORTATION
SEYMOUR DISTRICT OFFICE

Waters Report
State Road 56 (SR 56) in Switzerland County, Indiana
Pavement Replacement
DES No: 1900334 & 1900337

Prepared by: Austin Clarridge
Contact Information: aclarridge@cmtengr.com, 614-468-1214
Company: Crawford, Murphy & Tilly, Inc.
Completed Date: January 12, 2021

PROJECT INFORMATION

Date of Field Reconnaissance: June 17, 2020

Location:
Sections 13, 14, 22, 23, Township 2 North, Range 3 West
Vevay North and Vevay South, Indiana Quadrangles
Switzerland County, Indiana
38.74784 Latitude, -85.0673 Longitude

PROJECT DESCRIPTION

The SR 56 Pavement Replacement project includes pavement replacement and rehabilitation along SR 56 and SR 156 through the town of Vevay in Switzerland County, Indiana. The proposed work for Des. No. 1900334 will occur along SR 56 from 0.19 mile west of the SR 129 intersection to 0.42 mile north and east of the SR 156 intersection as well as along Ferry Street from 0.15 mile south of SR 56. Work along SR 56 west of Dupraz Lane and along SR 156 east of Greely Street/Market Street will be limited to an overlay of existing pavement.

Along with the pavement work, the project is anticipated to improve drainage and ADA accessibility along the project corridor. The project includes reconstructing sidewalks and achieving ADA compliance on select sidewalks throughout the corridor. Where the pavement is to be reconstructed, a storm sewer meeting contemporary standards is recommended. Two new storm sewer outlets are proposed, including one at the southern end of Ferry Street and one at the southern end of Main Cross Street. The total length of the improvements is 3.03 miles.

Land use in the vicinity of the project generally consists of urban development including residential and commercial uses. A large park is located along the southern portion of the study area.

The project has been programmed by INDOT as SR 56 Pavement Replacement, DES No: 1900334 & 1900337.

The study area was established using the anticipated project footprint to construct the proposed improvements. The location of the project within Switzerland County and the study area are shown on the attached mapping.

DESKTOP RECONNAISSANCE

SOILS

According to the Soil Survey Geographic (SSURGO) Database for Switzerland County, Indiana, the study area does contain soil areas with nationally listed hydric soils.

Soil Name	Map Abbreviation	Hydric Range
EdF2	Eden flaggy silty clay, 25 to 50 percent slopes	Not Hydric (0%)
EkA	Elkinsville silt loam, rarely flooded, 0 to 2 percent slopes	Not Hydric (0%)
EkB	Elkinsville silt loam, rarely flooded, 2 to 8 percent slopes	Not Hydric (0%)
MaB2	Markland silt loam, 1 to 6 percent slopes, eroded	Not Hydric (0%)
Ne	Newark silt loam, 0 to 2 percent slopes, occasionally flooded	Hydric (1-32%)
PaE2	Pate silt loam, 15 to 25 percent slopes, eroded	Not Hydric (0%)
PkB	Pekin silt loam, rarely flooded, 1 to 4 percent slopes	Not Hydric (0%)
WhE	Wheeling loam, rarely flooded, 18 to 35 percent slopes	Not Hydric (0%)
Hu	Huntington silt loam, 0 to 2 percent slopes, occasionally flooded	Hydric (1-32%)

NATIONAL WETLAND INVENTORY (NWI) INFORMATION

There are no NWI features identified within the study area. There are twelve (12) NWI features, including three (3) riverine wetlands, seven (7) freshwater ponds, one (1) freshwater forested/shrub wetland, and one (1) freshwater emergent wetland identified near the study area.

Wetland Type	Location
Freshwater Pond (PUBGh)	A freshwater pond is located 0.05 mile north of the study area.
Riverine (R4SBC)	A stream is located 0.06 mile northwest of the study area.
Riverine (R4SBC)	A stream is located 0.07 mile southeast of the study area.
Riverine (R2UBH)	The Ohio River is located 0.09 mile south of the study area.
Freshwater Pond (PUBGh)	A freshwater pond is located 0.28 mile north of the study area.
Freshwater Pond (PUBGh)	A freshwater pond is located 0.33 mile northwest of the study area.
Freshwater Forested/Shrub Wetland	A freshwater forested/shrub wetland complex is located 0.35 mile northwest of the study area.
Freshwater Emergent Wetland	A freshwater emergent wetland is located 0.35 mile northwest of the study area.
Freshwater Pond (PUBGh)	A freshwater pond is located 0.37 mile west of the study area.
Freshwater Pond (PUBGh)	A freshwater pond is located 0.43 mile northwest of the study area.

Freshwater Pond (PUBGh)	A freshwater pond is located 0.44 mile northwest of the study area.
Freshwater Pond (PUBGh)	A freshwater pond is located 0.52 mile north of the study area.

12 DIGIT HUC

050902030902- Long Run- Indian Creek
050902031010- McCools Creek- Ohio River

USGS NATIONAL HYDROGRAPHY DATASET (NHD)

According to the USGS National Hydrography Dataset (NHD layer), there are eight (8) NHD flowlines, including two (2) stream/river flowlines and six (6) canal/ditch flowlines identified within the study area. The location of the flowlines is described in the table below.

Flowline Type	Location
Canal/Ditch	A canal/ditch is mapped within the study area 0.05 mile east of SR 129.
Canal/Ditch	A canal/ditch is mapped within the southernmost portion of the study area, crossing Ferry Street and an unnamed street.
Canal/Ditch	A canal/ditch is mapped along the east side of Ferry Street within the southern portion of the study area.
Stream/River	A stream/river is mapped entering the northern portion of the study area along Ferry Street and SR 56.
Canal/Ditch	A canal/ditch is mapped along Ferry Street in the northern portion of the study area.
Canal/Ditch	A canal/ditch is mapped within the study area crossing Ferry Street north of SR 156.
Stream/River	A stream/river is mapped within the study area crossing SR 156 immediately east of Pearl Street.
Canal/Ditch	A canal/ditch is mapped crossing SR 156 at Swiss Avenue in the eastern portion of the study area.

FEMA FLOOD INSURANCE RATE MAP (FIRM)

According to the FEMA Flood Insurance Rate Map (FIRM), the southern portion of the project site is located within FEMA Flood Zone AE, which corresponds to the 1% annual chance of a flood with base flood elevations known. This flood zone is the FEMA designated 100-year floodplain for the Ohio River. The southernmost portion of the study area along Main Cross Street and Ferry Street is located within the Ohio River floodway.

A total of 76 linear feet and 0.89 acres of the study area is located within zone AE of the floodplain. A total of 39 feet and 0.29 acres is located within the floodway.

ATTACHED DOCUMENTS

- Project Mapping (Project Location, Aerial, Topographic, NWI, USGS NHD, 12 Digit HUC, Floodplain, and NRCS Soils)
- Photographs with Photo Location Map

FIELD RECONNAISSANCE

Two (2) stream(s) and six (6) roadside ditches were identified within the study area during the onsite investigation for the presence of wetlands and other Waters of the United States (WOTUS) by Crawford, Murphy and Tilly, Inc (CMT).

The investigation for wetlands was conducted in accordance with the *1987 U.S. Army Corps of Engineers (USACE) Wetland Delineation Manual and the August 2010 Midwest Regional Supplement (Version 2.0) Manual*.

Streams were evaluated according to the definition of a Water of the United States in 33 CFR 328.3(a). The attached WOTUS Map depicts the location of identified surface waters on an aerial photograph.

STREAMS

Two (2) streams were identified within the study area. A summary of the streams is provided in the table below. Photographs of the streams are attached within the WOTUS Photolog.

Stream Summary Table

Water Feature Name	WOTUS Photos	Lat/Long	OHWM Width (ft)	OHWM Depth (in)	USGS Blue-Line? Type?	Stream Type	Riffles? Pools?	Quality	Substrate	Likely Water of the U.S.?
UNT1	1-3	38.75133°N 85.07083°W	2	6	No	Intermittent	No	Average	Cobble, Gravel	Yes
UNT2	4-9	38.74484°N 85.06729°W	3.5	8	No	Intermittent	No	Poor	Gravel, Silt	Yes

UNT1 OF THE OHIO RIVER

An unnamed tributary (UNT1) of the Ohio River was located in the northern portion of the study area along SR 56. UNT1 flows generally south through an existing open channel for 112 linear feet within the study area. UNT1 flows into a culvert underneath Ferry Street, and flows within the existing culvert for approximately 2,415 feet. From the culvert, the stream flows generally south for approximately 3,245 feet to its confluence with the Ohio River. The drainage area upstream of the study area is estimated to be 0.05 square miles. Although UNT1 is not mapped on the USGS topographic quadrangle as a 'blue-line' feature, it exhibits connectivity to the Ohio

River, a mapped perennial 'blue-line' feature. Based on intermittent flow and the ultimate connection to the Ohio River, a Section 10 Traditional Navigable Water (TNW), UNT1 of the Ohio River is likely to fall under the jurisdiction of the USACE. The USACE will make the final determination of jurisdiction.

Within the study area, UNT1 has intermittent flow, and cobble and gravel substrate. The width of the ordinary high water mark (OHWM) ranges from 1.5-2.3 feet with an average width of 2 feet within the study area. The depth of the OHWM ranges from 2-10 inches with an average depth of 6 inches within the study area. This stream has no riffle/pool complexes within the study area.

Based on a dry channel, stream channel modifications from the construction of SR 56 and adjacent residences, 30% canopy cover, long culverted length and lack of riparian buffer within the study area, UNT1 of the Ohio River is an average-quality stream.

UNT2 OF THE OHIO RIVER

An unnamed tributary (UNT2) of the Ohio River was located in the southern portion of the study area across Ferry Street. UNT2 flows generally southwest through an existing open channel for 19 linear feet within the study area. UNT2 then flows through an existing culvert underneath Ferry Street for approximately 65 feet. From the culvert, UNT2 flows approximately 57 through an open channel before flowing out of the study area. UNT2 re-enters the study area and flows southwest through an existing culvert for approximately 5 feet, an open channel for 12 feet, and an existing culvert for 19 feet. From the culvert, UNT2 flows generally southwest through an open channel for approximately 29 feet within the study area. The drainage area upstream of the study area is estimated to be 0.09 square miles. Although UNT2 is not mapped on the USGS topographic quadrangle as a 'blue-line' feature, it exhibits connectivity to the Ohio River, a mapped perennial 'blue-line' feature. Based on intermittent flow and the ultimate connection to the Ohio River, a Section 10 TNW, UNT2 of the Ohio River is likely to fall under the jurisdiction of the USACE. The USACE will make the final determination of jurisdiction.

Within the study area, UNT2 has intermittent flow, and gravel and silt substrate. The width of the OHWM ranges from 2-6 feet with an average width of 3.5 feet within the study area. The depth of the OHWM ranges from 3-30 inches with an average depth of 8 inches within the study area. This stream has no riffle/pool complexes within the study area. A strong nuisance odor was noted within the stream near an isolated pool east of Ferry Street. No pollution inputs were observed.

Based on a mostly dry channel with isolated pools, stream channel modifications from the construction of Ferry Street and access roads, 40% open canopy, heavy modifications from stormwater inputs, and nuisance odor, UNT2 to the Ohio River is a poor-quality stream.

WETLANDS

No wetlands were observed within the study area. Upland areas within the study area were dominated by non-wetland vegetation and lacked hydrology. Streams within the study area had defined channels with upland vegetation along the banks. Much of the study area consisted of urban development with heavy disturbance.

OPEN WATER

No open water areas were observed within or adjacent to the study area.

OTHER FEATURES

ROADSIDE DITCHES

Six (6) roadside ditches, Roadside Ditch 1 (RSD1), Roadside Ditch 2 (RSD2), Roadside Ditch 3 (RSD3), Roadside Ditch 4 (RSD4), Roadside Ditch 5 (RSD5), and Roadside Ditch 6 (RSD6) were identified within the study area during the field investigation.

RSD1 is located within the study area along the west side of Walnut Street. The roadside ditch drains generally north within an open channel for approximately 16 feet within the study area before draining into an existing culvert inlet. No water was observed in the ditch at the time of the field investigation. RSD1 has an intermittent OHWM that is approximately 3 feet wide and 5 inches deep. The substrate is silt. It is expected that the ditch flows for less than three months out of the year. RSD1 drains into an existing culvert, which is presumed to ultimately drain to the Ohio River, a Section 10 TNW.

RSD2 is located within the study area along the east side of Walnut Street. The roadside ditch drains generally north within an open channel for approximately 14 feet within the study area before draining into an existing culvert inlet. No water was observed in the ditch at the time of the field investigation. RSD2 has an intermittent OHWM that is approximately 4 feet wide and 18 inches deep. The substrate is silt and sand. It is expected that the ditch flows for less than three months out of the year. RSD2 drains into an existing culvert, which is presumed to ultimately drain to the Ohio River, a Section 10 TNW.

RSD3 is located within the study area along the west side of an unnamed street in the southern portion of the study area. The roadside ditch drains generally southeast through an open channel for approximately 171 feet to an approximately 164 foot existing culvert. From the culvert, RSD3 drains generally southeast approximately 13 feet to its confluence with UNT2. RSD3 was created from the construction of the street. No water was observed in the ditch at the time of the field investigation. It is expected that the ditch flows for less than three months out of the year. RSD3 does not have an OHWM. The roadside ditch is predominately rock lined and is vegetated with upland vegetation. RSD3 drains into UNT2, which ultimately drains into the Ohio River, a Section 10 TNW.

RSD4 is located along the west side of Ferry Street in the southern portion of the study area. RSD4 drains generally southeast through an open channel for approximately 262 feet to an existing culvert. The roadside ditch drains generally southeast for approximately 65 feet within the culvert to its confluence with UNT2. RSD4 was created from the construction of Ferry Street. No water was observed in the ditch at the time of the field investigation. It is expected that the ditch flows for less than three months out of the year. RSD4 does not have an OHWM. The roadside ditch is predominately rock lined and is vegetated with upland vegetation. RSD4 drains into UNT2, which ultimately drains into the Ohio River, a Section 10 TNW.

RSD5 is located along the east side of Ferry Street in the southern portion of the study area. RSD5 drains generally southeast through an open channel for approximately 323 feet to its confluence with UNT2. RSD5 was created from the construction of Ferry Street. No water was observed in the ditch at the time of the field investigation. It is expected that the ditch flows for less than three months out of the year. RSD5 does not have an OHWM. The roadside ditch is predominately rock lined and is vegetated with upland vegetation. RSD5 drains into UNT2, which ultimately drains into the Ohio River, a Section 10 TNW.

RSD6 is located within the study area along SR 56 in the northern portion of the study area. The roadside ditch drains generally southwest through an open channel for approximately 180 feet within the study area, before draining into an approximately 213 foot culvert. From the culvert, RSD6 continues to drain generally southwest for approximately 335 feet through an open channel. RSD6 then drains into an existing culvert at its confluence with UNT1. The ditch was created from the construction of SR 56. No water was observed in the ditch at the time of the field investigation. It is expected that the ditch flows for less than three months out of the year. The ditch does not have an OHWM. The substrate is entirely riprap. RSD6 drains into UNT1, which ultimately drains into the Ohio River, a Section 10 TNW.

All of these roadside ditches were man-made and created from the construction of roadways. These roadside ditches are expected to contain water only during heavy rain events and are excavated wholly in and draining only uplands. All of the roadside ditches ultimately drain into the Ohio River, a Section 10 TNW. Although the roadside ditches drain into streams and could impact the chemical, physical and/or biological integrity of the TNW, they do not have a continuous OHWM or bed and bank, are excavated wholly in and drain only uplands, and do not transport relatively permanent flow; therefore, the roadside ditches are likely not jurisdictional.

CONCLUSIONS

During the investigation for potential Waters of the U.S. features, two (2) streams and six (6) non-jurisdictional roadside ditches were identified within the study area.

These waterways are likely Waters of the U.S. Every effort should be taken to avoid and minimize impacts to the waterway and wetlands. If impacts are necessary, then mitigation may be required. The INDOT Environmental Services Division should be contacted immediately if impacts will occur. The final determination of jurisdictional waters is ultimately made by the U.S. Army Corps of Engineers. This report is our best judgment based on the guidelines set forth by the Corps.

ACKNOWLEDGEMENT

This waters determination has been prepared based on the best available information, interpreted in the light of the investigator's training, experience and professional judgement in conformance with the *1987 Corps of Engineers Wetlands Delineation Manual*, the appropriate regional supplement, the USACE *Jurisdictional Determination Form Instructional Guidebook*, and other appropriate agency guidelines.

Austin Clarridge
Environmental Scientist
Crawford, Murphy & Tilly, Inc.

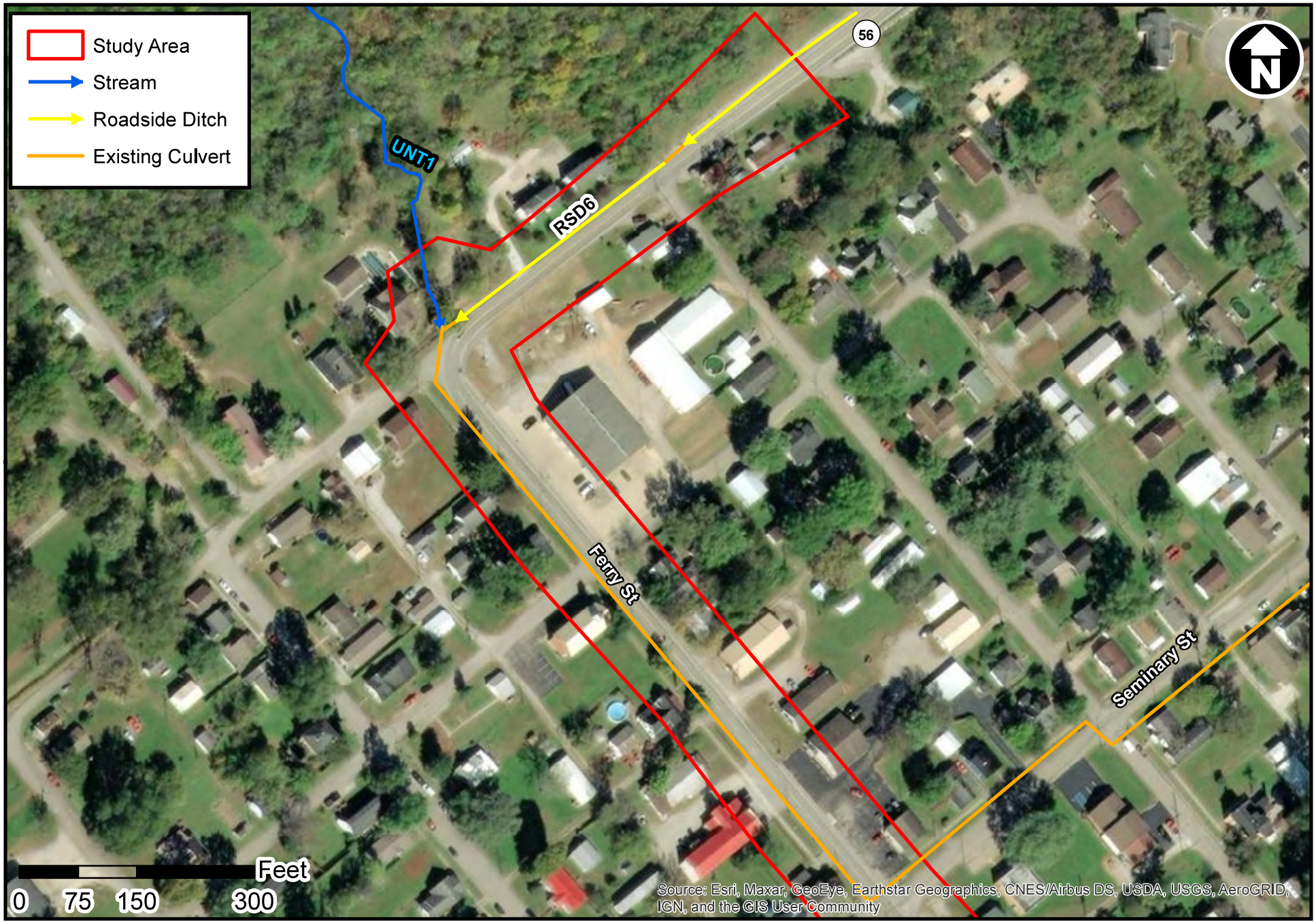
Date: 1/12/2021

Marion Wells - Reviewer
Environmental Scientist
Crawford, Murphy & Tilly, Inc.

Date: 1/12/2021

SUPPORTING DOCUMENTATION

- Maps
- Photos



SR 56 & SR 156 Pavement Replacement (Des Nos 1900334 & 1900337) - Switzerland Co., IN

Waters of the United States (WOTUS) Resources Map 1 of 2

Author: Austin Clarridge; 10/15/2020

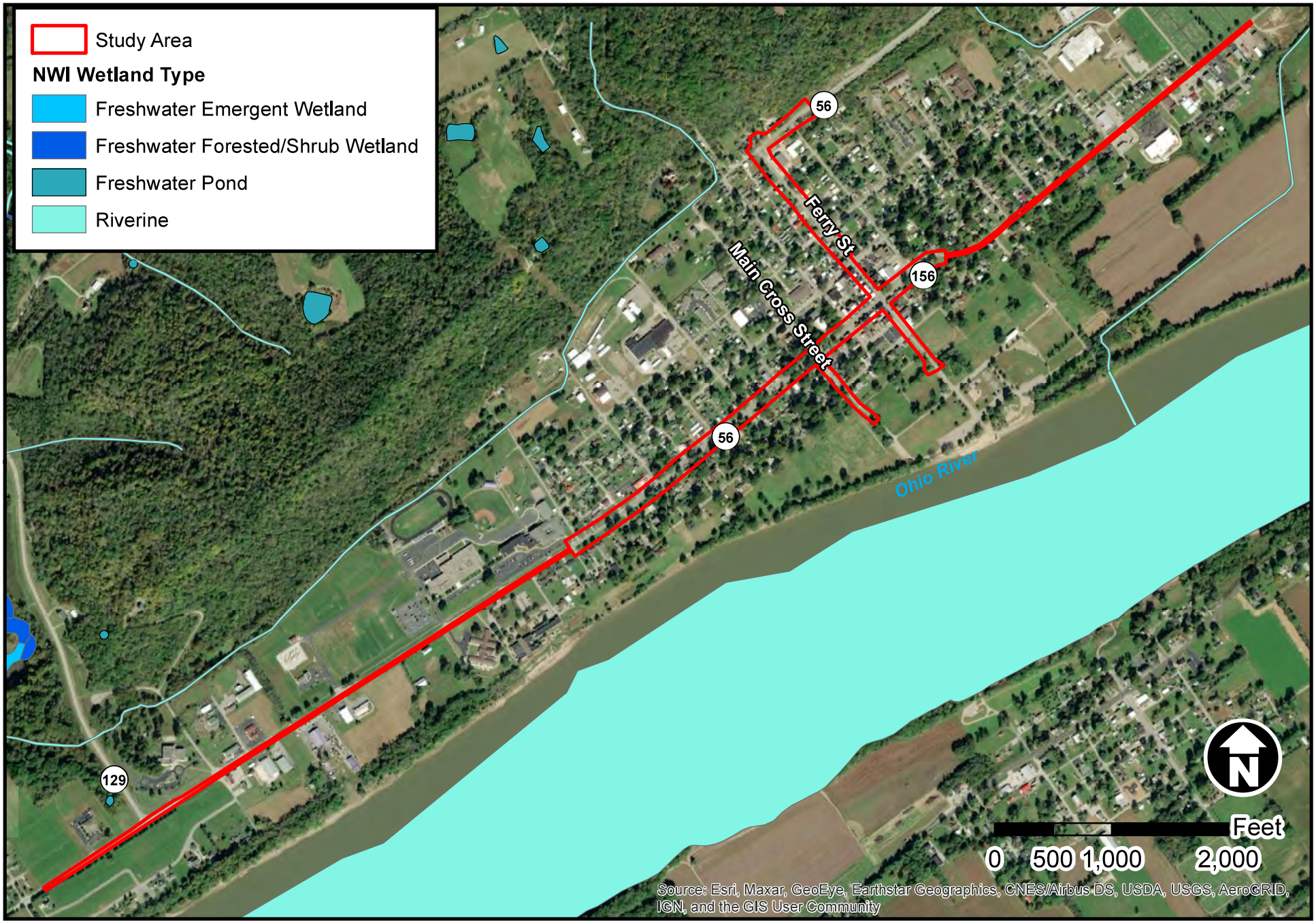
CMT
Crawford, Murphy & Tilly

SR 56 & SR 156 Pavement Replacement (Des Nos 1900334 & 1900337) - Switzerland Co., IN

Waters of the United States (WOTUS) Resources Map 2 of 2

Author: Austin Clarridge; 10/15/2020

CMT
Crawford, Murphy & Tilly

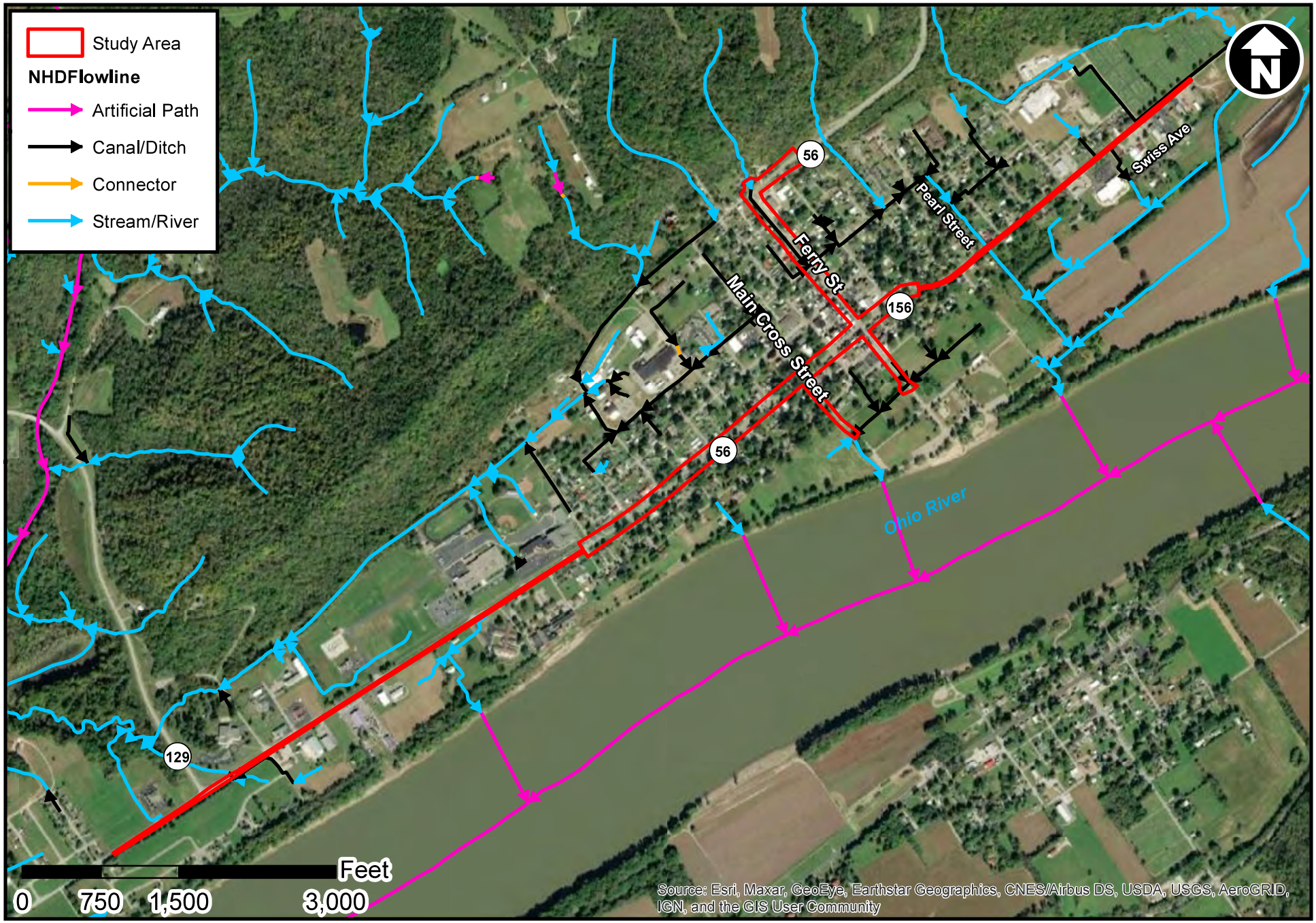


SR 56 & SR 156 Pavement Replacement (Des Nos 1900334 & 1900337) - Switzerland Co., IN

National Wetlands Inventory (NWI) Map

Author: Austin Clarridge; 10/15/2020

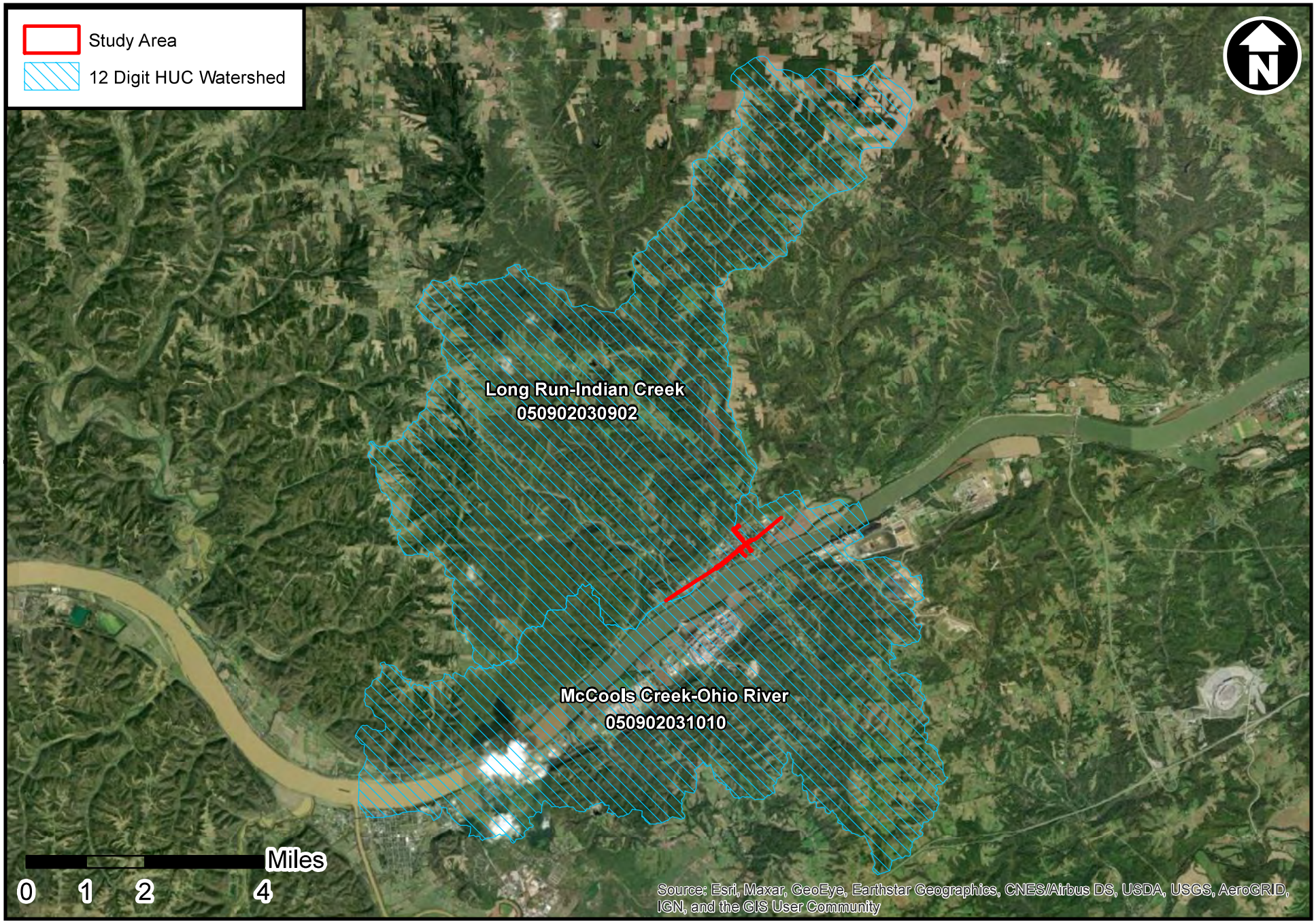
CMT
Crawford, Murphy & Tilly



SR 56 & SR 156 Pavement Replacement (Des Nos 1900334 & 1900337) - Switzerland Co., IN

National Hydrography Dataset (NHD) Map

CMT
Crawford, Murphy & Tilly

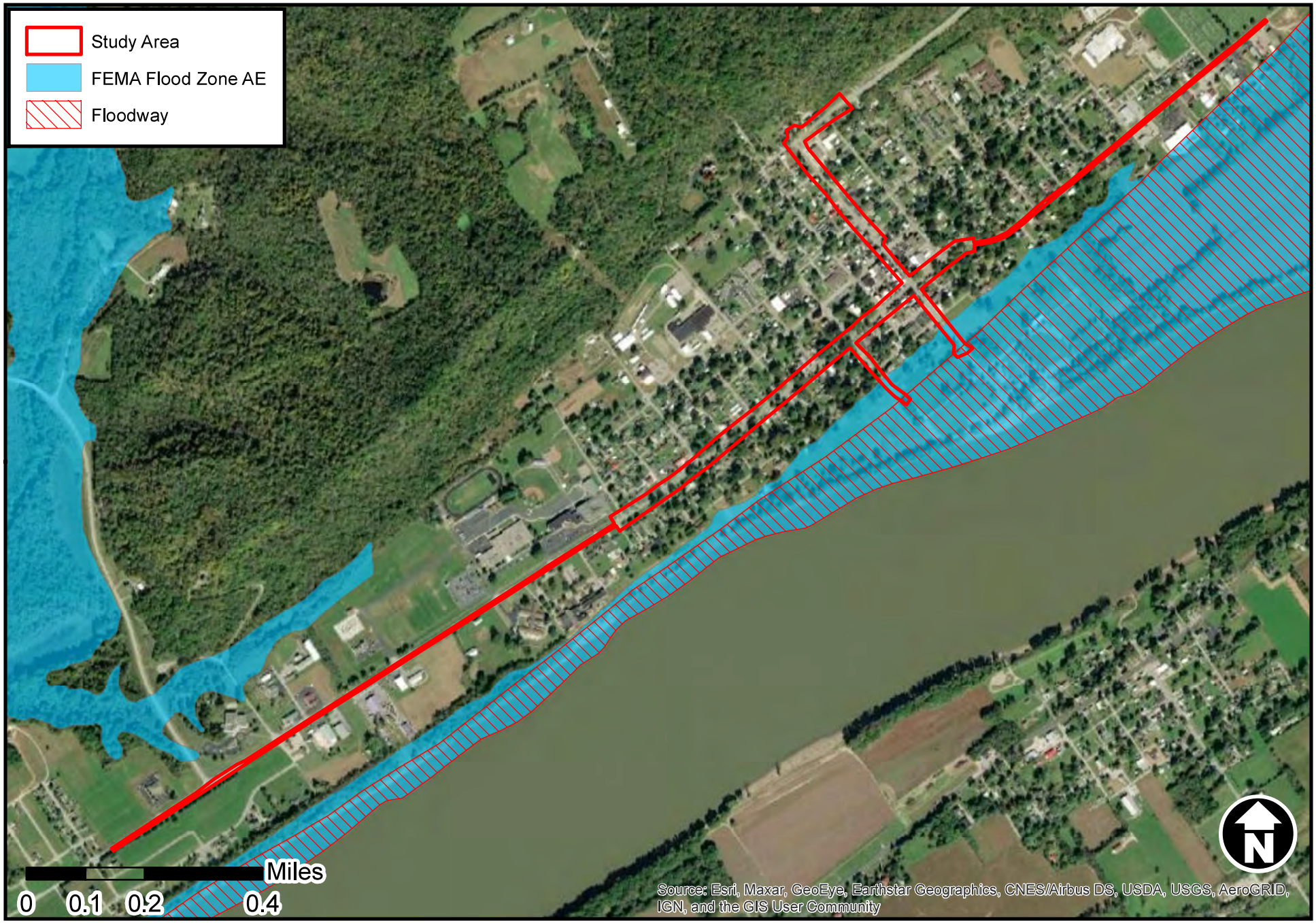


SR 56 & SR 156 Pavement Replacement (Des Nos 1900334 & 1900337) - Switzerland Co., IN

12 Digit Hydrologic Unit Code (HUC) Watershed Map

CMT
Crawford, Murphy & Tilly

Author: Austin Clarridge; 10/8/2020

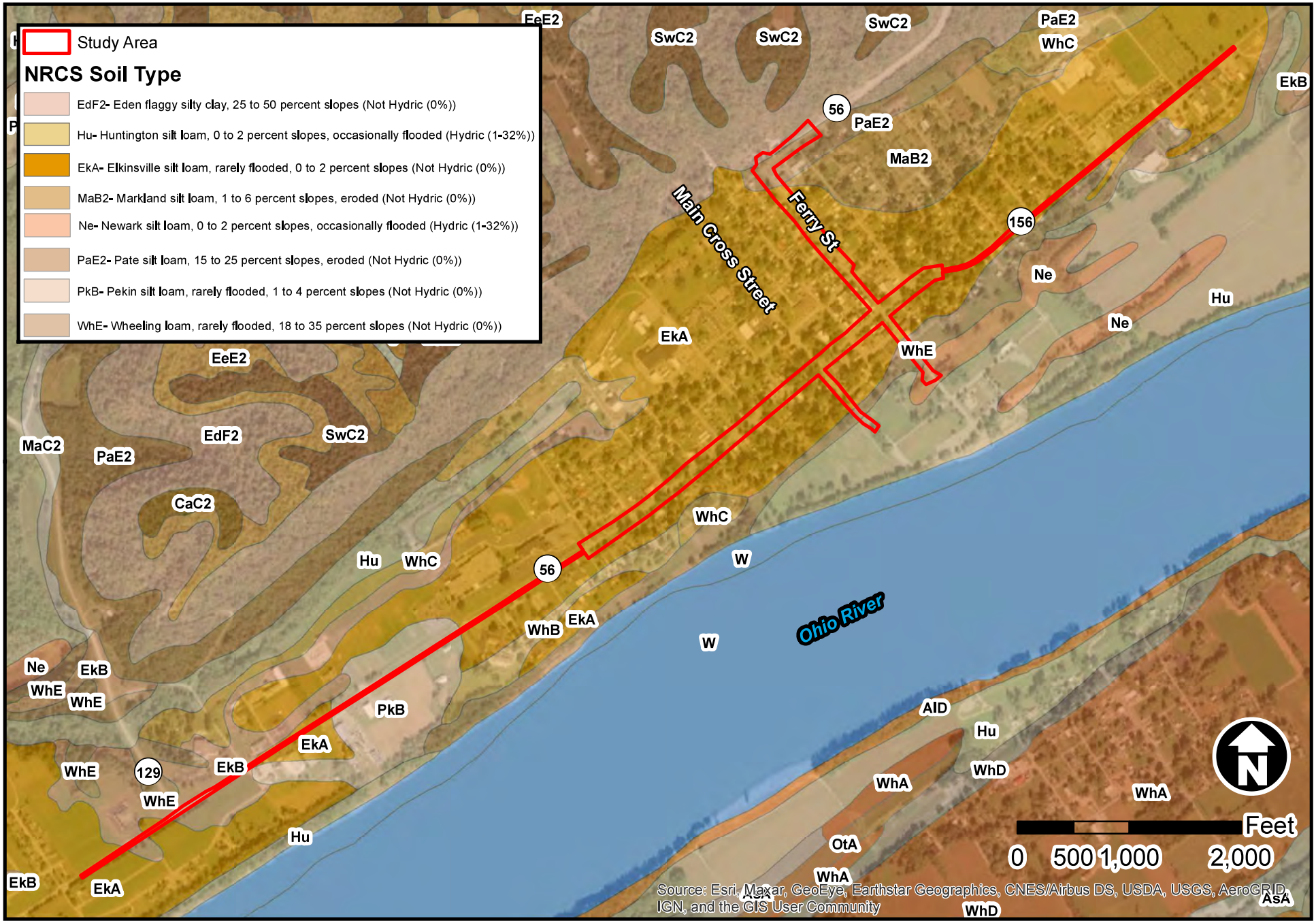


SR 56 & SR 156 Pavement Replacement (Des Nos 1900334 & 1900337) - Switzerland Co., IN

FEMA FIRM Floodplain Map

Author: Austin Clarridge; 10/8/2020

CMT
Crawford, Murphy & Tilly



SR 56 & SR 156 Pavement Replacement (Des Nos 1900334 & 1900337) - Switzerland Co., IN

NRCS SSURGO Soil Survey Map

Author: Austin Clarridge; 10/20/2020

Crawford, Murphy & Tilly

Map Unit Description (Brief, Generated)

Switzerland County, Indiana

[Minor map unit components are excluded from this report]

Map unit: EdF2 - Eden flaggy silty clay, 25 to 50 percent slopes

Component: Eden (85%)

The Eden component makes up 85 percent of the map unit. Slopes are 25 to 50 percent. This component is on hills on uplands. The parent material consists of clayey residuum weathered from calcareous siltstone and/or clayey residuum weathered from limestone and shale. Depth to a root restrictive layer, bedrock, paralithic, is 20 to 40 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately low. Available water to a depth of 60 inches (or restricted depth) is very low. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 4 percent. Nonirrigated land capability classification is 7e. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 4 percent.

Map unit: EkA - Elkinsville silt loam, rarely flooded, 0 to 2 percent slopes

Component: Elkinsville (97%)

The Elkinsville component makes up 97 percent of the map unit. Slopes are 0 to 2 percent. This component is on stream terraces. The parent material consists of Thin loess and the underlying alluvium. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is high. Shrink-swell potential is moderate. This soil is rarely flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 2 percent. Nonirrigated land capability classification is 1. This soil does not meet hydric criteria.

Map unit: EkB - Elkinsville silt loam, rarely flooded, 2 to 8 percent slopes

Component: Elkinsville (97%)

The Elkinsville component makes up 97 percent of the map unit. Slopes are 2 to 8 percent. This component is on stream terraces. The parent material consists of Thin loess and the underlying alluvium. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is high. Shrink-swell potential is moderate. This soil is rarely flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 2 percent. Nonirrigated land capability classification is 2e. This soil does not meet hydric criteria.

Map Unit Description (Brief, Generated)

Switzerland County, Indiana

Map unit: Hu - Huntington silt loam, 0 to 2 percent slopes, occasionally flooded

Component: Huntington, occasionally flooded (85%)

The Huntington, occasionally flooded component makes up 85 percent of the map unit. Slopes are 0 to 2 percent. This component is on flood plains on river valleys. The parent material consists of mixed fine-silty alluvium. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is high. Shrink-swell potential is low. This soil is occasionally flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 5 percent. Nonirrigated land capability classification is 2w. This soil does not meet hydric criteria.

Map unit: MaB2 - Markland silt loam, 1 to 6 percent slopes, eroded

Component: Markland (100%)

The Markland component makes up 100 percent of the map unit. Slopes are 1 to 6 percent. This component is on lake plains. The parent material consists of Very thin loess and fine-textured lacustrine deposits. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is moderately well drained. Water movement in the most restrictive layer is moderately low. Available water to a depth of 60 inches (or restricted depth) is high. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 18 inches during January, February, March. Organic matter content in the surface horizon is about 2 percent. Nonirrigated land capability classification is 3e. This soil does not meet hydric criteria.

Map unit: Ne - Newark silt loam, 0 to 2 percent slopes, occasionally flooded

Component: Newark, occasionally flooded (90%)

The Newark, occasionally flooded component makes up 90 percent of the map unit. Slopes are 0 to 2 percent. This component is on flood plains on river valleys. The parent material consists of mixed fine-silty alluvium. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is somewhat poorly drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is high. Shrink-swell potential is low. This soil is occasionally flooded. It is not ponded. A seasonal zone of water saturation is at 12 inches during January, February, March, April, May, November, December. Organic matter content in the surface horizon is about 2 percent. Nonirrigated land capability classification is 2w. This soil does not meet hydric criteria.

Map unit: PaE2 - Pate silt loam, 15 to 25 percent slopes, eroded

Component: Pate (100%)

The Pate component makes up 100 percent of the map unit. Slopes are 15 to 25 percent. This component is on hills. The parent material consists of Clayey residuum. Depth to a root restrictive layer, bedrock, paralithic, is 50 to 80 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is low. Available water to a depth of 60 inches (or restricted depth) is moderate. Shrink-swell potential is high. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 2 percent. Nonirrigated land capability classification is 6e. This soil does not meet hydric criteria.

Map Unit Description (Brief, Generated)

Switzerland County, Indiana

Map unit: PkB - Pekin silt loam, rarely flooded, 1 to 4 percent slopes

Component: Pekin (100%)

The Pekin component makes up 100 percent of the map unit. Slopes are 1 to 4 percent. This component is on stream terraces. The parent material consists of Thin loess and the underlying alluvium. Depth to a root restrictive layer, fragipan, is 24 to 38 inches. The natural drainage class is moderately well drained. Water movement in the most restrictive layer is low. Available water to a depth of 60 inches (or restricted depth) is moderate. Shrink-swell potential is low. This soil is rarely flooded. It is not ponded. A seasonal zone of water saturation is at 18 inches during January, February, March. Organic matter content in the surface horizon is about 2 percent. Nonirrigated land capability classification is 2e. This soil does not meet hydric criteria.

Map unit: WhE - Wheeling loam, rarely flooded, 18 to 35 percent slopes

Component: Wheeling (97%)

The Wheeling component makes up 97 percent of the map unit. Slopes are 18 to 35 percent. This component is on stream terraces. The parent material consists of Thin loess and the underlying fine-loamy alluvium. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is high. Shrink-swell potential is low. This soil is rarely flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 1 percent. Nonirrigated land capability classification is 7e. This soil does not meet hydric criteria.

Hydric Soils

Switzerland County, Indiana

[This report lists only those map unit components that are rated as hydric. Dashes (---) in any column indicate that the data were not included in the database. Definitions of hydric criteria codes are included at the end of the report]

Map symbol and map unit name	Component	Percent of map unit	Landform	Hydric rating	Hydric criteria
Hu:					
Huntington silt loam, 0 to 2 percent slopes, occasionally flooded	Huntington, frequently flooded	2	Flood plains	Yes	4
Ne:					
Newark silt loam, 0 to 2 percent slopes, occasionally flooded	Melvin, ocassionally flooded	2	Flood plains	Yes	2

Hydric Soils

This table lists the map unit components that are rated as hydric soils in the survey area. This list can help in planning land uses; however, onsite investigation is recommended to determine the hydric soils on a specific site (National Research Council, 1995; Hurt and others, 2002).

The three essential characteristics of wetlands are hydrophytic vegetation, hydric soils, and wetland hydrology (Cowardin and others, 1979; U.S. Army Corps of Engineers, 1987; National Research Council, 1995; Tiner, 1985). Criteria for all of the characteristics must be met for areas to be identified as wetlands. Undrained hydric soils that have natural vegetation should support a dominant population of ecological wetland plant species. Hydric soils that have been converted to other uses should be capable of being restored to wetlands.

Hydric soils are defined by the National Technical Committee for Hydric Soils (NTCHS) as soils that formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper part (Federal Register, 1994). These soils, under natural conditions, are either saturated or inundated long enough during the growing season to support the growth and reproduction of hydrophytic vegetation.

The NTCHS definition identifies general soil properties that are associated with wetness. In order to determine whether a specific soil is a hydric soil or nonhydric soil, however, more specific information, such as information about the depth and duration of the water table, is needed. Thus, criteria that identify those estimated soil properties unique to hydric soils have been established (Federal Register, 2002). These criteria are used to identify map unit components that normally are associated with wetlands. The criteria used are selected estimated soil properties that are described in "Soil Taxonomy" (Soil Survey Staff, 1999) and "Keys to Soil Taxonomy" (Soil Survey Staff, 2003) and in the "Soil Survey Manual" (Soil Survey Division Staff, 1993).

If soils are wet enough for a long enough period of time to be considered hydric, they should exhibit certain properties that can be easily observed in the field. These visible properties are indicators of hydric soils. The indicators used to make onsite determinations of hydric soils are specified in "Field Indicators of Hydric Soils in the United States" (Hurt and others, 2002).

Hydric soils are identified by examining and describing the soil to a depth of about 20 inches. This depth may be greater if determination of an appropriate indicator so requires. It is always recommended that soils be excavated and described to the depth necessary for an understanding of the redoximorphic processes. Then, using the completed soil descriptions, soil scientists can compare the soil features required by each indicator and specify which indicators have been matched with the conditions observed in the soil. The soil can be identified as a hydric soil if at least one of the approved indicators is present.

Map units that are dominantly made up of hydric soils may have small areas, or inclusions, of nonhydric soils in the higher positions on the landform, and map units dominantly made up of nonhydric soils may have inclusions of hydric soils in the lower positions on the landform.

The criteria for hydric soils are represented by codes in the table (for example, 2B3). Definitions for the codes are as follows:

1. All Histels except for Folistels, and Histosols except for Folists.
2. Soils in Aquic suborders, great groups, or subgroups, Albolls suborder, Historthels great group, Histoturbels great group, Pachic subgroups, or Cumulic subgroups that:
   A. are somewhat poorly drained and have a water table at the surface (0.0 feet) during the growing season, or
   B. are poorly drained or very poorly drained and have either:
      1) a water table at the surface (0.0 feet) during the growing season if textures are coarse sand, sand, or fine sand in all layers within a depth of 20 inches, or
      2) a water table at a depth of 0.5 foot or less during the growing season if permeability is equal to or greater than 6.0 in/hr in all layers within a depth of 20 inches, or
      3) a water table at a depth of 1.0 foot or less during the growing season if permeability is less than 6.0 in/hr in any layer within a depth of 20 inches.
3. Soils that are frequently ponded for long or very long duration during the growing season.
4. Soils that are frequently flooded for long or very long duration during the growing season.

References:

Cowardin, L.M., V. Carter, F.C. Golet, and E.T. LaRoe. 1979. Classification of wetlands and deep-water habitats of the United States. U.S. Fish and Wildlife Service FWS/OBS-79/31.
Federal Register. September 18, 2002. Hydric soils of the United States.
Federal Register. July 13, 1994. Changes in hydric soils of the United States.
Hurt, G.W., P.M. Whited, and R.F. Pringle, editors. Version 5.0, 2002. Field indicators of hydric soils in the United States.
National Research Council. 1995. Wetlands: Characteristics and boundaries.
Soil Survey Division Staff. 1993. Soil survey manual. Soil Conservation Service. U.S. Department of Agriculture Handbook 18.
Soil Survey Staff. 2003. Keys to soil taxonomy. 9th edition. U.S. Department of Agriculture, Natural Resources Conservation Service.
Soil Survey Staff. 1999. Soil taxonomy: A basic system of soil classification for making and interpreting soil surveys. 2nd edition. Natural Resources Conservation Service. U.S. Department of Agriculture Handbook 436.
Tiner, R.W., Jr. 1985. Wetlands of Delaware. U.S. Fish and Wildlife Service and Delaware Department of Natural Resources and Environmental Control, Wetlands Section.
United States Army Corps of Engineers, Environmental Laboratory. 1987. Corps of Engineers wetlands delineation manual. Waterways Experiment Station Technical Report Y-87-1.

SR 56 & SR 156 Pavement Replacement (Des Nos 1900334 & 1900337) - Switzerland Co., IN

Waters of the United States (WOTUS) Photo Key 1 of 2

Author: Austin Clarridge; 10/15/2020

CMT
Crawford, Murphy & Tilly

SR 56 & SR 156 Pavement Replacement (Des Nos 1900334 & 1900337) - Switzerland Co., IN

Waters of the United States (WOTUS) Photo Key 2 of 2

Author: Austin Clarridge; 10/15/2020

CMT
Crawford, Murphy & Tilly

1. View of UNT1 looking south (downstream).
6/17/2020

2. View of UNT1 looking north (upstream).
6/17/2020

3. View of UNT1 looking south towards culvert inlet (downstream).
6/17/2020

4. View of UNT2 flowing into existing culvert under Ferry Street, looking southwest (downstream).
6/17/2020

5. View of UNT2 and existing culvert under Ferry Street, looking northeast (upstream). 6/17/2020

6. View of UNT2 looking southwest (downstream). 6/17/2020

7. View of UNT2 looking northeast (upstream). 6/17/2020

8. View of UNT2 looking southwest (downstream). 6/17/2020

9. View of UNT2 looking east (upstream).
6/17/2020

10. View of RSD1 along Walnut Street looking southeast.
6/17/2020

11. View of RSD1 along Walnut Street looking northwest. 6/17/2020

12. View of RSD2 along Walnut Street looking northwest. 6/17/2020

13. View of RSD2 along Walnut Street looking southeast. 6/17/2020

14. View of RSD3 along Main Cross Street looking southeast. 6/17/2020

15. View of RSD3 along Main Cross Street looking southeast. 6/17/2020

16. View of RSD4 along Ferry Street looking northwest. 6/17/2020

17. View of RSD4 along Ferry Street looking southeast. 6/17/2020

18. View of RSD5 along Ferry Street looking northwest. 6/17/2020

19. View of RSD5 along Ferry Street looking southeast.
6/17/2020

20. View of RSD6 along SR 56 looking southwest.
6/17/2020

21. View of RSD6 along SR 56 looking northeast.
6/17/2020

22. Representative view of upland area near UNT1, looking southeast.
6/17/2020

23. Representative view of upland area near UNT1, looking southwest.
6/17/2020

24. Representative view of upland area near UNT2, looking southwest.
6/17/2020

25. Representative view of upland area near UNT2, looking southwest.
6/17/2020

Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD: January 12, 2021

B. NAME AND ADDRESS OF PERSON REQUESTING PJD: Austin Clarridge; 8790 Purdue Rd, Indianapolis, IN 46268

C. DISTRICT OFFICE, FILE NAME, AND NUMBER:

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:
(USE THE TABLE BELOW TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES)

State: Indiana County/parish/borough: Switzerland City: Vevay

Center coordinates of site (lat/long in degree decimal format):

Lat.: 38.74784 Long.: -85.0673

Universal Transverse Mercator: 16S 667955.24 Easting, 4290568.09 Northing

Name of nearest waterbody: Ohio River

E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

☐ Office (Desk) Determination. Date:

☐ Field Determination. Date(s):

TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH "MAY BE" SUBJECT TO REGULATORY JURISDICTION.

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
UNT1	38.75133	85.07083	112 LF	Non-wetland water; intermittent flow	Non-section 10 water; subject to 404 jurisdiction
UNT2	38.74484	85.06729	206 LF	Non-wetland water; intermittent flow	Non-section 10 water; subject to 404 jurisdiction

1) The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.

2) In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "pre-construction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an AJD for the activity, the permit applicant is hereby made aware that: (1) the permit applicant has elected to seek a permit authorization based on a PJD, which does not make an official determination of jurisdictional aquatic resources; (2) the applicant has the option to request an AJD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an AJD could possibly result in less compensatory mitigation being required or different special conditions; (3) the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) undertaking any activity in reliance upon the subject permit authorization without requesting an AJD constitutes the applicant's acceptance of the use of the PJD; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a PJD constitutes agreement that all aquatic resources in the review area affected in any way by that activity will be treated as jurisdictional, and waives any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an AJD or a PJD, the JD will be processed as soon as practicable. Further, an AJD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331. If, during an administrative appeal, it becomes appropriate to make an official determination whether geographic jurisdiction exists over aquatic resources in the review area, or to provide an official delineation of jurisdictional aquatic resources in the review area, the Corps will provide an AJD to accomplish that result, as soon as is practicable. This PJD finds that there *"may be"* waters of the U.S. and/or that there *"may be"* navigable waters of the U.S. on the subject review area, and identifies all aquatic features in the review area that could be affected by the proposed activity, based on the following information:

SUPPORTING DATA. Data reviewed for PJD (check all that apply)

Checked items should be included in subject file. Appropriately reference sources below where indicated for all checked items:

- [x] Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:
  Map: General location map, aerial photograph, USGS topographic map, picture key map, NRCS soils map, NWI map, NHD map, 12 Digit HUC map, FEMA map.
- [ ] Data sheets prepared/submitted by or on behalf of the PJD requestor.
  - [ ] Office concurs with data sheets/delineation report.
  - [ ] Office does not concur with data sheets/delineation report. Rationale: _____.
- [ ] Data sheets prepared by the Corps: _____.
- [ ] Corps navigable waters' study: _____.
- [ ] U.S. Geological Survey Hydrologic Atlas: _____.
  - [ ] USGS NHD data.
  - [ ] USGS 8 and 12 digit HUC maps.
- [x] U.S. Geological Survey map(s). Cite scale & quad name: 1:24k; Vevay North & Vevay South Quads.
- [x] Natural Resources Conservation Service Soil Survey. Citation: http://websoilsurvey.nrcs.usda.gov/app/HomePage.htm .
- [x] National wetlands inventory map(s). Cite name: http://www.fws.gov/wetlands/Data/Mapper.html.
- [ ] State/local wetland inventory map(s): _____.
- [x] FEMA/FIRM maps: 18155C0140C, 18155C0230C, 18155C0145C, eff. 4/16/2014.
- [ ] 100-year Floodplain Elevation is: _____.(National Geodetic Vertical Datum of 1929)
- [x] Photographs: [x] Aerial (Name & Date): ESRI Aerial Basemap for Indiana- 2018.
  or [x] Other (Name & Date): Site photographs, June 17, 2020.
- [ ] Previous determination(s). File no. and date of response letter: _____.
- [ ] Other information (please specify): _____.

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

_____	Austin Clarridge Digitally signed by Austin Clarridge Date: 2021.01.14 10:56:32 -05'00'
Signature and date of Regulatory staff member completing PJD	Signature and date of person requesting PJD (REQUIRED, unless obtaining the signature is impracticable)[1]

[1] Districts may establish timeframes for requestor to return signed PJD forms. If the requestor does not respond within the established time frame, the district may presume concurrence and no additional follow up is necessary prior to finalizing an action.

Claudia McAllister-Peterson

From: Austin Clarridge
Sent: Friday, January 29, 2021 11:47 AM
To: Nick Batta
Subject: Re: Final approval SR56 - Waters Report - Des No. 1900334 & 1900337

On Jan 29, 2021, at 9:24 AM, Kang, Li <LKANG@indot.in.gov> wrote:

Austin,
The above referenced waters report has been reviewed and approved. Please forward the report to the designer for the future permit application. If you have any questions please let me know.

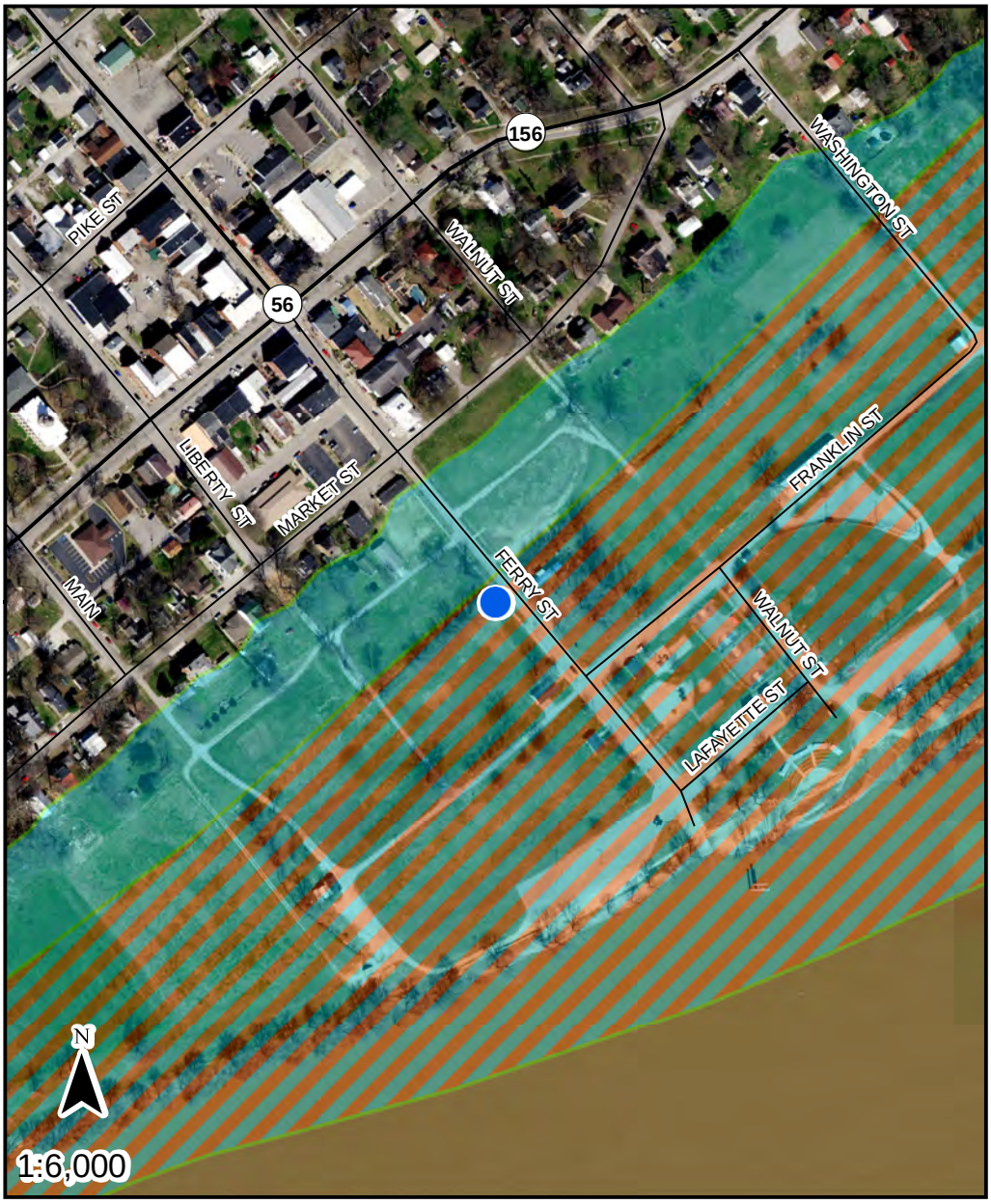
Thanks,

Li Kang
INDOT/Ecology & Waterway Permitting Office
100 N. Senate Ave., N758-Environmental Services
cell: 317-694-7134

<Final approval of waters repor SR56_1900334-337 Jan. 29,2021 1.pdf>

DNR Indiana Department of Natural Resources

Floodplain Analysis & Regulatory Assessment (FARA)



Point of Interest

Base Flood Elevation Point

FEMA Zone AE Floodway; FEMA Administrative Floodway

FEMA Zone AE

Point of Interest Coordinates (WGS84)

Long: **-85.0655481625**

Lat: **38.7460278981**

The information provided below is based on the point of interest shown in the map above.

County: **Switzerland**

Stream Name: **Ohio River**

Approximate Ground Elevation: **456.2 feet (NAVD88)**

Base Flood Elevation: **470.3 feet (NAVD88)**

Drainage Area: **Not available**

Best Available Flood Hazard Zone: **FEMA Zone AE Floodway**

National Flood Hazard Zone: **FEMA Zone AE Floodway**

Is a Flood Control Act permit from the DNR needed for this location? **yes**

Is a local floodplain permit needed for this location? **yes-**

Floodplain Administrator: **Mark Archer, Building Inspector**

Community Jurisdiction: **Town Of Vevay, City proper**

Phone: **(812) 427-2179**

Email: **planning@switzerlandcountycourthouse.org**

US Army Corps of Engineers District: **Louisville**

Date Generated: 9/21/2022

SR 56 and SR 156 Pavement Improvements
CE Level 4

APPENDIX G: PUBLIC INVOLVEMENT

CMT

NOTICE OF SURVEY

February 3, 2021

Re: State Roads 56 & 156 Pavement Replacement, Town of Vevay, IN

Dear Property Owner:

Our information indicates that you own or occupy property near this proposed highway project. Our employees will be doing a survey of the project area in the near future. It may be necessary for them to come onto your property to complete this work. This is allowed by law by Indiana Code IC 8-23-7-26. They will show you their identification, if you are available, before coming onto your property. If you have sold this property, or it is occupied by someone else, please let us know the name and address of the new owner or current occupant so we can contact them about the survey.

At this stage we generally do not know what effect, if any, our project may eventually have on your property. If we determine later that your property is involved, we will contact you with additional information.

The survey work will include mapping the location of features such as trees, buildings, fences and drives, and obtaining ground elevations. The survey work may also include the identification and mapping of wetlands, archaeological investigations (which may include excavation of small shovel test probes), and various other environmental studies.

An archaeological survey will entail a visual inspection of the project area that includes taking photographs. The survey will also entail the excavation of shovel probes at 50-foot intervals in a linear transect in the proposed right-of-way. The shovel probes will be approximately 30 inches in diameter and will consist of the removal of the sod cap, which will be set aside, and then excavation of the dirt until subsoil is encountered. The depth of the shovel probe will be approximately 12 inches. The dirt will be screened through 0.25-inch hardware mesh with the purpose of collecting any artifacts (i.e., projectile points, chert flakes, nails, pieces of glass, ceramic fragments, etc.) that would suggest human occupation/utilization of the area. If artifacts are encountered, they will be collected in order to be taken to the laboratory for analysis. Once excavation of the shovel probe has been completed, it will be filled in and the sod cap will be placed on top of the shovel probe.

The survey is needed for the proper planning and design of this highway project. Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey. If any problems do occur, please contact our field crew or contact me at the phone number or address shown herein.

Sincerely,

Crawford, Murphy & Tilly
Nick Batta, P.E., Project Manager
317.492.9162

Date: May 25, 2022

Location: Vevay Town Hall

Subject: Local Agency Coordination Meeting

1. **Introductions**

2. **Project Overview**

   a. Project Limits
   b. Needs and Purpose of the Project
   c. Work completed to date

3. **Pavement Improvements**

   a. PM Overlay – 1.5″ mill and overlay
   b. Minor Structural Overlay – 4″ mill and overlay with new curbs
   c. Pavement Replacement – full depth replacement of pavement and curbs

4. **Drainage Improvements**

   a. Main Street from SR 129 to Dupraz – pipe and ditch cleaning
   b. Main Street from Dupraz to Walnut – new storm sewer system
   c. Main Street from Walnut to Cemetery – pipe and ditch cleanring
   d. Ferry Street from Main to Seminary – new storm sewer system
   e. Ferry Street from Seminary to Walnut – new storm sewer on the east side and pipe/ditch cleaning on the west side
   f. Ferry Street from Main to park – new trunkline only

5. **Additional Improvements and Impacts**

   a. Sidewalks and ADA Curb Ramps
   b. Street lighting
   c. Trees
   d. Basements, Coal Chutes and Air Vents
   e. School Crosswalk
   f. Reuse of limestone curbs
   g. Sidewalk encroachments

6. Public Involvement

a. Downtown business owners letter
b. Upcoming public hearing
    i. Advertising
    ii. Location
c. Local agency meeting closer to project letting

7. Land Acquisition

a. 0.25 acre from 15 property owners
b. Switzerland County School Corporation
c. Town of Vevay (Riverside Park)
d. Town of Vevay (Fire Station)
e. Switzerland County (Courthouse Square)
f. Questions about the process?

8. Construction Sequencing

a. Letting – 9/13/23
b. Tree Clearing – Winter 20023

Stage	Street	Closure Limits	Schedule
1	*Main Street*	*SR 129 to Dupraz; Walnut to Kiseel*	*TBD*
2	Ferry Street	Main to park	Spring 2024
3A	Main Street	Main Cross to Walnut	Early Summer 2024
3B	Main Street	Silver to Main Cross	Late Summer 2024
3C	Main Street	Dupraz to Main Cross	Spring 2025
4A	Ferry Street	Main to Seminary	Early Summer 2025
4B	Ferry Street	Seminary to Turnpike	Late Summer 2025

c. Complete Stage 3A by 2024 Swiss Wine Festival
d. Complete Stage 4A by 2025 Swiss Wine Festival

9. Schedule

a. Public hearing – August/September 2022
b. Offers for R/W – November 2022
c. 95% Design Plans – May 2023
d. Real Estate Acquired – April 2023
e. Letting – September 2023

Date: May 25, 2022

Location: Vevay Town Hall

Subject: Local Agency Coordination Meeting

Attendees:
Chris See, Lane Penick, Tom Dawson – Jefferson-Craig Fire Department/EMS
Thomas Moore – Switzerland County Emergency Management Agency
Brand Scudder, Terry Brindley – Town of Vevay
David Wolf – Vevay Police Department
Larry Jones – Vevay Town Board
Rod Hite, Cindy Welch – Switzerland County School Corporation
Matthew Rhoads – INDOT Seymour District
Nick Batta - CMT

- Concerned with flooding at the East Vevay Church
- Downtown lighting wiring may not be in a conduit
- Limestone curbing is typically about 18" tall
- Project will add/replaced marked crosswalks at Main Street/High School, Main Street/Liberty Street, Main Street/Main Cross Street, Main Street/Ferry Street, Ferry Street/Pike Street, Ferry Street, Seminary Street. Rapid fire flashing beacons will be added at the Main Street/High School location. The Town requested they also be added at Main Street/Main Cross Street and that will be reviewed by the INDOT District Traffic Engineer. The Town also requested pedestrian crossing warning signs be added approaching the downtown area.
- The Town's consultant engineer for utilities has retired. A fair amount of watermain relocation will be needed on this project. There is also concern with construction of this watermain, as the portion of the system in the project area is old and may not have working valves. CMT will schedule a meeting in the late summer of 2022 to discuss the watermain work in more detail.
- During school pick-up and drop-off times, vehicles enter the school at the driveway immediately west of Dupraz Street and back-ups along SR 56 during these times are common. The school would like to explore adding a second driveway off Dupraz Street to mitigate this.
- Concerns were addressed with semi-trucks using local streets when SR 56 will be closed and detoured. Many of the streets outside of the downtown core are narrow with tight turning radii. Per INDOT policy, a local road detour agreement can be developed where the local streets are inspected pre- and post-construction and then restored at INDOT's cost. Some mitigation strategies discussed that the design team will review include:

    - Posting an above normal amount of detour signage and changeable message signs.
    - Placing staggered barricades on the local street
    - Contacting Nucor
    - Placing signage to encourage use of US 42 between the Markland Dam and Madison.
    - Notifications in Spanish as it was noted during the meeting that a high number of semi-trucks drivers have limited English-speaking.
- Particular concern was noted during Phase 3B, where SR 56/Main Street would be closed between Dupraz Lane and Silver Streets. During this time, the SR 56/Main Street intersections with Dupraz Lane and Silver Street would remain open.
    - For school traffic coming from the east, back-ups will likely develop down Dupraz, Pike, and Seminary Streets since SR 56 would be closed. The design team will investigate scheduling this particular phase of work during May, June and July to lessen its impact.
    - Semi-trucks using Dupaz Lane is especially concerning. The design team will investigate additional options above those previously listed here.

Vevay Media Group
PO BOX 157
VEVAY, IN 47043 US
(812)427-2311
vevaynews@gmail.com

BILL TO
Crawford, Murphy & Tilly
Engineers & Consultants
8790 Purdue Road
Indianapolis, IN 46268

INVOICE 10106

DATE 08/18/2021 **TERMS** Net 30

DUE DATE 09/17/2021

DESCRIPTION	QTY	RATE	AMOUNT
Legal ad Indiana Department of Transportation DES #1900334 and 1900337 08/12/2021	1	39.07	39.07

pd
9-7
via phone

TOTAL DUE **$39.07**

VEVAY REVEILLE - ENTERPRISE — Published Every Thursday, Established 1816
THE SWITZERLAND DEMOCRAT — Published Every Thursday, Established 1816
RISING SUN OHIO COUNTY WEEKLY — Published Every Thursday, Established 2015

STATE OF INDIANA
COUNTY OF SWITZERLAND, SS:

Personally appeared before me, a Notary Public, Patrick Lanman, Publisher of the Vevay Reveille-Enterprise and The Switzerland Democrat, a weekly newspaper of general circulation, published in the Town of Vevay, County of State aforesaid, who being duly sworn upon oath, said that the notice of which thee attached is a true copy, was published in said paper for 1 weeks successively, the first of which publication was on the 12th of August, 2021 and the last on the 12th of August, 2021.

_____Publisher

_____Notary

Subscribed and sworn before me this 19 day of August, 2021

Cost $39.07

JACQUITA LANMAN
Notary Public, State of Indiana
Switzerland County
Commission # 670269
My Commission Expires
July 12, 2023

***
LEGAL NOTICE OF PLANNED IMPROVEMENT
DES# 1900334 and 1900337

The Indiana Department of Transportation is planning to undertake a pavement replacement and rehabilitation project funded in part by the Federal Highway Administration. The project is located on SR 56 and SR 156 in Switzerland County. The proposed work for INDOT Des No. 1900334 is along SR 56 from 0.19 mile west of the SR 129 intersection to Walnut Street (0.42 mile north of the SR 156 intersection). The proposed work for Des No. 1900337 is along SR 156 from SR 56 to 0.75 mile east of SR 56. The project will complete a mill and overlay of the existing asphalt along SR 56 and SR 156 at the west and east ends of the project area. Within Vevay Town limits, the pavement will be replaced or rehabilitated, new curbs added, storm sewer systems installed, and ADA-compliant curb ramps. Within the downtown core, the existing sidewalks will be replaced along with the aforementioned pavement and drainage improvements. Along Ferry Street, a new storm sewer trunk line will be installed to collect and convey rainwater as it comes off the hillside north of Vevay down to the Ohio River floodway. This new storm sewer trunk line will run along Ferry Street and outlet into the existing ditch that is 350 feet south of the Ferry Street/Market Street intersection.

The project will require the permanent use of approximately 0.021 acre of property belonging to the Vevay Town Board. Paul W. Ogle Riverfront Park resides on this property and included with this property are recreational facilities that are open to the public. The designed action will not adversely impact the activities, features, and attributes that qualify the property for protection under Section 4(f) of the Department of Transportation Act of 1966 and in accordance with SAFETEA-LU Section 6009 (a). As such, it is the intent of INDOT, along with the Federal Highway Administration to issue a finding of de minimis. In accordance with SAFETEA-LU Section 6009 (a), the views of the public are being sought regarding the effect of the proposed project on the public recreational area. Please respond with any comments no later than September 6, 2021 to the contact information below.

Nick Batta
Project Manager
Crawford, Murphy & Tilly, Inc.
8790 Purdue Road
Indianapolis, IN 46268
nbatta@cmtengr.com

Aug12c1t
hspaxlp

VEVAY REVEILLE - ENTERPRISE — Published Every Thursday Established 1816
THE SWITZERLAND DEMOCRAT — Published Every Thursday Established 1818
RISING SUN OHIO COUNTY WEEKLY — Published Every Thursday Established 2016

STATE OF INDIANA
COUNTY OF SWITZERLAND, SS:

Personally appeared before me, a Notary Public, Patrick Lanman, Publisher of the Vevay Reveille-Enterprise and The Switzerland Democrat, a weekly newspaper of general circulation, published in the Town of Vevay, County of State aforesaid, who being duly sworn upon oath, said that the notice of which thee attached is a true copy, was published in said paper for 1 weeks successively, the first of which publication was on the 28th of July, 2022 and the last on the 28th of July, 2022.

Publisher

Notary

Subscribed and sworn before me this 12 day of August, 2022

Cost: $65.02

JACQUITA LANMAN
Notary Public, State of Indiana
Switzerland County
Commission # 670269
My Commission Expires
July 12, 2023

PUBLIC NOTICE
Des. No. 1900334

The Indiana Department of Transportation (INDOT) is planning to undertake a pavement replacement and rehabilitation, sidewalk, curb, and storm sewer project, funded in part by the Federal Highway Administration. The project is located on SR 56 and 156 in Vevay, Switzerland County, Indiana.

Under the preferred alternative, the proposed project would involve pavement improvements, drainage improvements, replacing sidewalk and curbs, and meeting current Americans with Disabilities Act (ADA) standards. The pavement improvements include mill and overlay as well as full pavement replacement as needed on SR 56 and SR 156. Portions of sidewalk are anticipated on SR 56 from Dupraz St. and Walnut St. and on SR 156 between Ferry St. and Walnut St. New storm sewer is anticipated in the following areas: On SR 56 between Main St. and Seminary St., on SR 156 from Ferry St. to Walnut St., and along Ferry St. from Main St. to 300 feet south of Market St. Curbs (where present) and non-ADA compliant curb ramps are anticipated to be replaced throughout the project area on SR 56 and on SR 156 between Ferry St. and 0.75-mile east of the West Junction of SR 56. Both temporary and permanent right-of-way are anticipated for this undertaking: 0.172 acre temporary and 0.098 acre permanent. No relocations are anticipated as part of this undertaking.

Properties listed in or eligible for the National Register of Historic Places (NRHP) located within the Area of Potential Effects (APE) include: Vevay Historic District; Old Hoosier Theatre, 209 Ferry St.; Switzerland County Courthouse, 212 W. Main St.; Edward Eggleston and George Cary House, 306 W. Main St.; and the Craftsman House, 102 W. Turnpike St. The proposed action impacts properties listed in or eligible for the NRHP. The Indiana Department of Transportation (INDOT), on behalf of the FHWA, has issued an "Adverse Effect" finding for the project because the project will diminish the integrity of the characteristics that qualify the Vevay Historic District for inclusion in the NRHP. The proposed action will not diminish the integrity of the characteristics that qualify the Old Hoosier Theatre, Switzerland County Courthouse, the Edward Eggleston and George Cary House, and the Craftsman House for inclusion in the NRHP. In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.4(d)(2), the documentation specified in 36 CFR 800.11(e) is available for inspection in SJCA Inc. Additionally, this documentation can be viewed electronically by accessing INDOT's Section 106 document posting website IN SCOPE at http://erms.indot.in.gov/Section106Documents. This documentation serves as the basis for the "Adverse Effect" finding. The views of the public on this effect finding are being sought. Please reply with any comments to Scott Henley, SJCA Inc., 9102 N. Meridian St., Indianapolis, IN 46260, (317) 566-0629 x 430, shenley@sjcainc.com no later than August 28, 2022.

In accordance with the "Americans with Disabilities Act", if you have a disability for which INDOT needs to provide accessibility to the document(s) such as interpreters or readers, please contact Matthew Rhoads (812) 524-3760 mrhoads@indot.in.gov.

Jul28c1t
hspaxlp

SR 56 and SR 156 Pavement Improvements
CE Level 4

APPENDIX H: AIR QUALITY

CMT

Indiana Department of Transportation (INDOT)

State Preservation and Local Initiated Projects FY 2024 - 2028

SPONSOR	CONTRACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2024	2025	2026	2027	2028
Switzerland County																	
Indiana Department of Transportation	2001910	Init.	SR 156	HMA Overlay, Preventive Maintenance	Seymour	9.56	STBG	$7,348,000.00	Road Construction	CN	$5,878,400.00	$1,469,600.00			$3,674,000.00	$3,674,000.00	
Performance Measure Impacted: Pavement Condition																	
Location: 1.8 miles E of SR 101 (near Log Lick Rd) to SR 250																	
Comments:Include DES 2001910																	
Switzerland County	2100110	Init.	IR 1001	Bridge Inspections	Vincennes	0	STBG	$146,000.00	Local Bridge Program	PE	$51,000.00	$0.00	$44,000.00	$7,000.00			
									Local Funds	PE	$0.00	$13,000.00	$11,000.00	$2,000.00			
Performance Measure Impacted: Bridge Condition																	
Location: Countywide Bridge Inspection and Inventory Program for Cycle Years 2022-2025																	
Switzerland County	2300140	Init.	IR 1002	Bridge Inspections	Vincennes	0	STBG	$169,000.00	Local Funds	PE	$0.00	$32,000.00			$18,000.00	$2,000.00	$12,000.00
									Local Bridge Program	PE	$128,000.00	$0.00			$72,000.00	$7,000.00	$49,000.00
Performance Measure Impacted: Bridge Condition																	
Location: Countywide Bridge Inspection and Inventory Program for Cycle Years 2025-2028																	
Indiana Department of Transportation	42228 / 1900334	Init.	SR 56	Pavement Replacement	Seymour	2.04	STBG	$7,175,000.00	Road Consulting	PE	$28,000.00	$7,000.00	$0.00	$35,000.00			
									Road ROW	RW	$157,600.00	$39,400.00	$0.00	$197,000.00			
									Road Construction	CN	$5,596,000.00	$1,399,000.00	$0.00	$6,995,000.00			
									Bridge Construction	CN	$52,000.00	$13,000.00	$0.00	$65,000.00			
Performance Measure Impacted: Pavement Condition																	
Location: 0.19 miles W of W Jct of SR 129 to 0.38 miles E of W Jct of SR 156 (Walnut St)																	
Comments:Include DES 1900334, 1900337																	
Indiana Department of Transportation	42288 / 1900351	Init.	SR 156	Slide Correction	Seymour	.05	STBG	$4,450,000.00	Bridge Construction	CN	$403,200.00	$100,800.00	$504,000.00				
									Road Construction	CN	$3,014,400.00	$753,600.00	$3,768,000.00				
Performance Measure Impacted: Safety																	
Location: 4.7 miles west of the junction with SR 56																	
Comments:Include DES 1900351, 2300081																	
Indiana Department of Transportation	42290 / 1900349	Init.	SR 156	Slide Correction	Seymour	.14	STBG	$9,607,000.00	Road Construction	CN	$7,155,200.00	$1,788,800.00	$8,944,000.00				

Report Created:8/28/2023 1:35:16PM

*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

SR 56 and SR 156 Pavement Improvements
CE Level 4

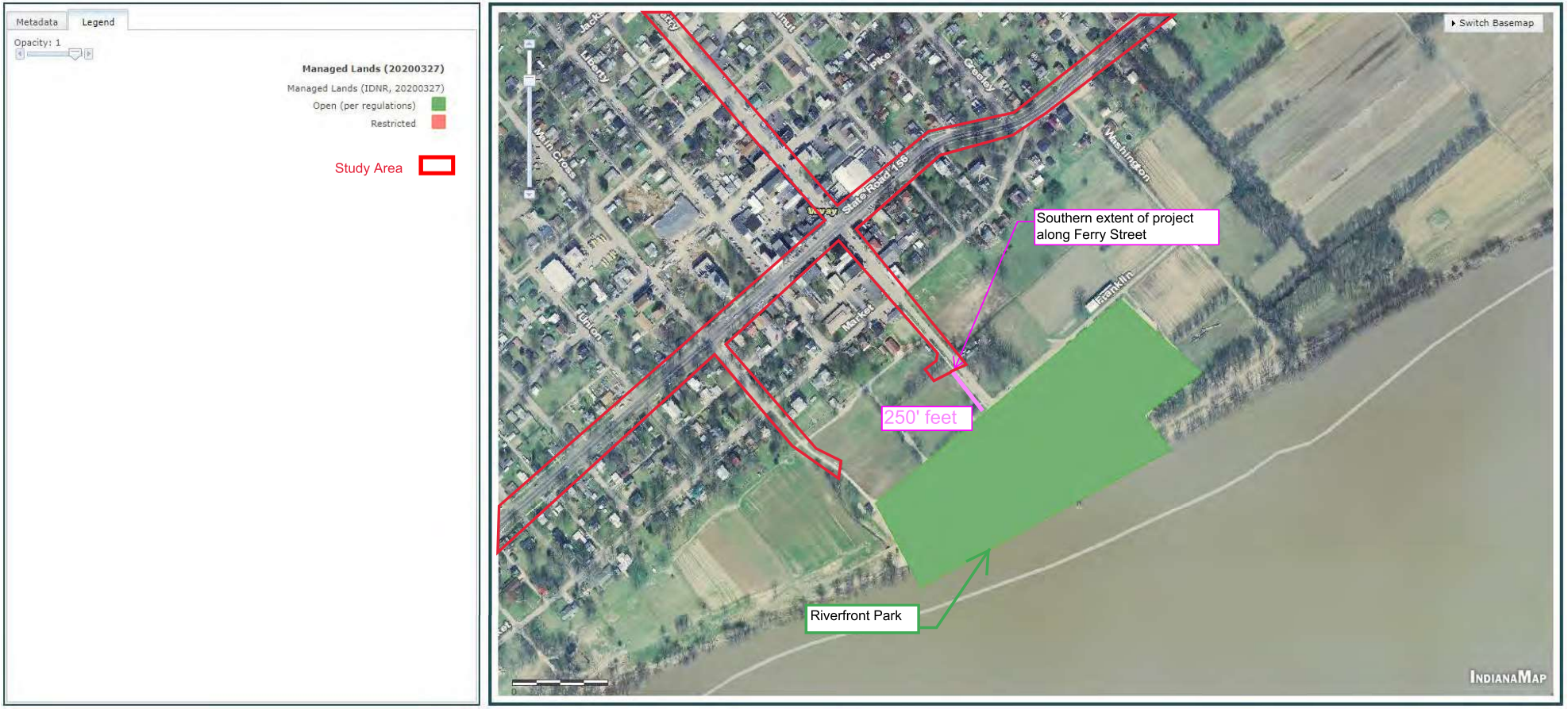
APPENDIX I: ADDITIONAL STUDIES

Land and Water Conservation Fund (LWCF) County Property List for Switzerland County, Indiana (Current as of September 2022)

Program	State	County	Municipality	Congressional District	Sponsor or agency	Project name	Unit or area name	Project type	Year funded	LWCF funding by selected filter
State and Local Assistance ProgramState and Local Assistance Program	IN	Switzerland		District 06	Switzerland County Park	Markland Dam Park	Markland Dam Park	DEV	1986	75000
State and Local Assistance ProgramState and Local Assistance Program	IN	Switzerland	Vevay	District 06	Vevay Park Board	Riverfront Park	Riverfront Park	DEV	1991	100000

Managed Lands (2020)

Managed Lands, 20200327 (1:24,000) - Shows natural and recreation areas which are owned or managed by the Indiana Department of Natural Resources



This report has been condensed to avoid duplicate information.

SR 56 & SR 156 PAVEMENT IMPROVEMENTS

Vevay, IN

Des. No. TBD

Indiana Department of Transportation

Engineering Assessment

December 2018

CMT
Engineers and Consultants

8790 Purdue Road
Indianapolis, IN 46268

Table of Contents

Contents

Appendices

1.0 Project Description

1.1 Project Location

The proposed project is in Switzerland County within the Seymour District. The limits of the project are along SR 56 from approximately 1100' west of SR 129 to SR 156 approximately 600' east of Kiesel Street for 2.4 miles and along SR 56 from the intersection of SR 56 and SR 156 to approximately 75' east of Walnut Street for 0.4 miles. SR 56 running east to west and continuing along SR 156 is known locally as Main Street. SR 56 running south to north is known locally as Ferry Street. Location maps for the approximate project limits can be found in ***Appendix A – Project Graphics***.

1.2 Project Need and Purpose

The project need is principally based upon deteriorating pavement surface, lack of concrete curbs, non-compliant ADA curb ramps and ineffective storm sewer drainage.

The purpose of the project is to extend the service life of the existing pavement, improve rideability of the roadway, enhance pedestrian safety through ADA compliance, and to reestablish positive drainage.

2.0 Existing Facilities

2.1 Roadways

2.1.1 SR 56 (Main Street)

SR 56 running east to west is functionally classified as a rural minor arterial. The portion of SR 56 from SR 129 to SR 156 is on the National Truck Network. SR 56 is not included in the National Highway system. The posted speed limit at SR 129 is 50 mph and decreases to 40 mph 930 feet east of Heady Lane. The posted speed limit decreases again to 35 mph at Cedar Street.

Limited information is available for the existing roadway. A plan set from 1937 (project no. 634 SEC.A. (1938)) shows the original alignment proposed from SR 129 to Arch Street which moved the existing SR 56 north, away from the Ohio River. The maintenance records show the most recent construction occurred in 1995. A partial 3-R reconstruction was completed SR 129 (RP161+36) to SR 156 (RP 180+81). The recent maintenance work included shoulder crack seal, shoulder crack filling, mainline crack seal, and mainline crack filling in 2016 and mainline crack filling in 2017 from SR 129 to SR 156.

The typical section from SR 129 to Arch street along SR 56 consist of two 12' travel lanes and varying shoulder widths with a 5' sidewalk along the north side of the roadway. From Arch Street to Liberty Street the 12' travel lanes continue with a parking lane approximately 12' wide on both the north and south side of the roadway. Five-foot sidewalks are located on both the north and south sides of the roadway at varying distances from the edge of pavement. Starting at Liberty Street and continuing to the intersection of SR 56 and SR 156 the typical section consists of two

12’ travel lanes, two 20’ angled parking lanes, and approximately 12’ sidewalks on both the north and south sides of the roadway terminating at the adjacent building faces. Right-of-way exists approximately 20’ from the edge of pavement on either side of the roadway except through the downtown portion where the right of way runs adjacent to the building faces.

The vertical profile is nearly flat from the eastern project limit to SR 156. There are minor fluctuations along the profile consisting of approximately plus or minus 0.2%.

Concrete sidewalks line the north side of SR 56 from SR 129 to Arch Street. The sidewalks continue on both sides of SR 56 from Arch Street to Liberty Street. At Liberty Street the sidewalks grow in width from approximately 5 feet to approximately 8 feet and continue to SR 156. These sidewalks do not have ADA compliant curb ramps.

2.1.2 SR 56 (Ferry Street)

SR 56 running north to south is functionally classified as a rural major collector. The portion of SR 56 from SR 156 to the Vevay town limits is included in the National Truck Network. It is not included in the National Highway System. The posted speed limit at the intersection of SR 56 and SR 156 is 35 mph and decreases to 30 mph at Seminary Street. The posted speed limit continues at 30 mph through the town limits on SR 56.

Limited information is available for the existing roadway. The maintenance records show the most recent construction was completed in 2011. An HMA overlay was constructed from Pike Street to Oday Street (outside of the project limits).

The typical section from the intersection of SR 56 and SR 156 to approximately 175’ north of Pike Street consists of two 12’ foot travel lanes with a 11’ foot parking lane on either side of the roadway. A curb rests between the roadway and a 10’ sidewalk that terminates at the face of the adjacent buildings. The typical section continues with two 12’ travel lanes and varying shoulder widths to the end of the project. Sidewalk is located on the east and west side of SR 56 terminating at Turnpike Street. Right-of-way exists approximately 20’ from the edge of pavement on either side of the roadway except through the downtown section where the right of way runs adjacent to the building faces.

The vertical profile along SR 56 begins at approximately 0.5% at the intersection of SR 56 and SR 156 and continues at the same grade to approximately 350’ past Seminary Street. The grade begins to increase sharply at Jackson Street and increases to 6% by the northern project limits.

Sidewalks continue from the junction of SR 56 and SR 156 northbound on both the east and west sides of SR 56 until Pike Street. Sidewalk is continuous on the east side of SR 56 until terminating at West Turnpike Street. The west side of SR 56 has continuous sidewalk from Pike Street to West Turnpike Street. These sidewalks do not have ADA compliant curve ramps.

2.1.3 SR 156 (Main Street)

SR 156 is functionally classified as a rural minor arterial. It is not included in the National Truck Network nor is it part of the National Highway System. The posted speed limit is 35 mph at the intersection of SR 56 and SR 156 and decreases to 30 mph at Walnut Street. The posted speed limit increases to 40 mph at Pearl Street and continues at 40 mph to the town limits.

Limited information is available for the existing roadway. The maintenance records show the most recent construction work completed on SR 156 occurred in 2004. A partial 3-R reconstruction was completed from RP 0+00 to RP 17+05 at SR 250. The most recent maintenance work completed on SR 156 took place in 2017 from RP 0+00 to RP 0+75. The maintenance work included: clipping shoulders, spot ditching, blading shoulders, shallow patching, deep patching, spot paving, and mainline crack filling.

The typical section from the intersection of SR 56 and SR 156 to the eastern project limit consists of two 12' travel lanes and varying shoulder widths of 1' to 2'. The existing grade slopes down to minor drainage ditches on the north and south sides of SR 156. Right-of-way exists approximately 20' from the edge of pavement on either side of the roadway except through the downtown portion where the right of way runs adjacent to the building faces.

The vertical profile consists of a minor negative grade of approximately 0.50% from Walnut Street to Washington Street and levels off to remain nearly flat to the eastern project limit.

Sidewalks are located on both the north and south sides of SR 156 from SR 56 to East Market Street. Sidewalk continues the north side of SR 156 from East Market Street to 305 feet north of Kiesel Street. These sidewalks do not have ADA compliant curve ramps.

2.1.4 Public Road Approaches and Drives

The segment of SR 56 from SR 129 to SR 156 has 12 cross streets and continuation of Ferry Street from SR 56 southbound. The same segment has 2 public alleyways and 43 private drives. Roughly half of the drives are commercial or light industrial.

The segment of SR 56 from SR 156 to the town limits contains 5 cross streets and 3 public alleys. There are approximately 15 private drives with 7 being residential. One drive provides access to Jefferson Craig Fire and Rescue.

The segment of SR 156 from SR 56 to the Vevay town limits contains 10 cross streets and no public alleys. The segment includes 51 private drives with the majority being commercial or light industrial.

2.2 Pavement Histories and Condition

Using historic road plans, INDOT maintenance histories, and pavement cores, the existing pavement sections can be approximated. The pavement histories of these roadways can be segmented into 3 sections.

SR 56 from the Jefferson County Line to the West Corporation Limit of Vevay[1]

According to INDOT's maintenance history log, this roadway entered the state's system in 1923 as an 18' wide gravel roadway. In 1938, the roadway was realigned to its current location between SR 129 at the town limits as a 20' wide gravel roadway (6" thick). Bituminous overlays (typically 4" thick) were placed in 1930, 1939, 1952, and 1960. In 1966, a more significant asphalt overlay occurred that also wedged the roadway at the pavement's edge. In 1995, a partial-3R project resurfaced the roadway but the depths are not known. Also likely in the mid-1990's was an intersection improvement project at SR 129 which added turn lanes and widened shoulders. Pavement cores in this section from 2008 show a full depth HMA section with varying thicknesses between 8.75" and 14.375".

SR 56 from the West Corporation Limit to the North Corporation Limit of Vevay[2]

According to INDOT's maintenance history log, this roadway entered the state's system in 1923 as a gravel roadway. Bituminous overlays (typically 4" thick) were placed in 1930, 1938, 1940, and 1955, 1968, and 1982. In the early 2000's, a slide correction project was completed between Walnut Street and extended about 0.5 mile to the east which fully reconstructed the existing pavement with full depth HMA. In 2011, a 1.5" overlay was constructed beginning at Pike Street and extended eastward outside of the town limits. Pavement cores for the segment between the West Corporation Limit and SR 156 show an HMA section of varying thickness between 8.75" and 10.375". For the segment from SR 156 to Walnut Street, the HMA sections vary between 6.25" and 9".

SR 156 from SR 56 to the East Corporation Limit of Vevay[3]

According to INDOT's maintenance history log, this roadway entered the state's system in 1923 as a gravel roadway. Bituminous overlays (typically 4" thick) were placed in 1932, 1938, 1966, 1971, and 2004. One pavement core shows an HMA section of 9.25" thick.

2.3 Drainage Structures

The historic existing storm sewer system generally consists of two inlets located at each intersection corner, which meet with a manhole usually underneath the sidewalk curb ramp. These manholes then connect to the manholes at the adjacent downhill intersection. Ultimately, the drainage outlets at various locations south of Main Street toward the Ohio River. The age, condition, and exact locations of many of these storm pipes is not known. Many of them are still in use and have been paved-over and/or clogged to render them ineffective. In addition, the lack of curbing and omission of existing inlets at low points exacerbates the drainage problems especially during flash flood events.

More recently, the Town of Vevay has added a number of storm sewer pipes to help improve the

[1] Based upon the 1938 road plans, the west corporation limit was located at the intersection with Arch Street.
[2] Based upon historic USGS maps, the north corporation limits were located at the same location as today, about 1,500' east of Turnpike Street.
[3] Based upon historic USGS maps, the east corporation limit was located at Ohio Street.

drainage. As it pertains to INDOT's facilities, the two most significant can be described as follows:

- The existing inlets along the east side of SR 56 (Ferry Street) were intercepted by a new storm sewer vault at the SR 56 (Ferry Street) and Seminary Street intersection. This storm water is conveyed underground to the east down Seminary Street, ultimately outleting to the Ohio Street Ditch.
- The Town also installed a new system beginning at the SR 56 (Ferry Street) and Turnpike Street intersection (around the year 2011). This system collected water coming down the hillside and conveyed it west down Turnpike Street with a 24" pipe. The storm sewer trunk line travels down Liberty Street, Pike Street, Main Cross Street, goes under SR 56, and then outlets about 30' south of Main Cross Street into an open stream.

Even with the recent storm sewer additions, there are still a number of areas along INDOT R/W with noted drainage issues:

- Along SR 56 (Main Street) between Cedar Street and Silver Street. This issues here appear to be super-elevated roadway is sending all of the storm water to the north side, where there is a lack of inlets. The open ditches along the south side are silted in.
- SR 56 (Main Street) at Main Cross, Liberty and Union Streets. Likely due to clogged inlets, storefronts have had flooding enter their buildings, which also overtops the sidewalk.
- Along east side of SR 56 (Ferry Street) between Seminary and Turnpike Streets. This issue is due to undersized pipes. It is common for the existing inlets to be overtopped and then the rain water either floods private property or overtops the roadways.

A preliminary drainage study has been conducted and can be found in ***Appendix E – Preliminary Investigation***.

2.4 Utilities

Coordination has begun with utilities which have facilities in the project limits. A summary of the results of the 811 search include:

- **Century Link** – No facilities are located within the project area.
- **Duke Energy** – Overhead cable runs along the south side of SR 56 starting at the western project limit and crosses to the north side at Dupraz Street. Overhead cable crosses SR 56 between Silver Street and Vine Street, Vine Street and Tell Street, SR 56 and Pike Street, Pike Street and Seminary Street, and at Walnut Street. Overhead cable crosses SR 156 at Walnut Street, Washington Street, York Street, and Kiesel Street and between Washington Street and Pearl Street.
- **Enhanced Telecommunications Corporation** – Overhead cable and underground fiber runs in tandem along the south side of SR 56 from the western project limit to Arch Street. Both the overhead cable and underground fiber cross SR 56 at Arch Street and overhead cable continues along the north side of SR 56 to Main Cross Street. Underground fiber crosses SR 56 at Main Cross Street and continues to the south.

- **Patriot Municipal Utilities** – No facilities are located within the project area.
- **Southeastern Indiana R.E.M.C.** – No facilities are located within the project area.
- **Switzerland County Natural Gas** – Underground gas lines run throughout the project limits with a main line running along SR 56 from the western project limit to Arch Street and along SR 156 starting at Pearl Street and continuing to the eastern project limit.
- **Time Warner Cable** – Overhead cable runs along the south side of SR 56 from the western project limit to between Vineyard Street and Tell Street. There are three additional northward crossings between Dupraz Street and Tell Street. Overhead cable crosses SR 56 an additional two times running east and west between SR 56 and Seminary Street. Overhead cable also runs along the north side of SR 56 from Turnpike Street to the north eastern project limit. Overhead cable runs along the north side of SR 156 from SR 56 to York Street and crosses to the south and terminates at Kiesel Street.
- **Vevay Municipal Utilities** – Underground water lines run throughout the project limits. Both 6" and 10" lines can be found within the project limits and have been in service for 15 years.

3.0 Traffic Analysis

As a part of this project, traffic movements and crash history were reviewed through the SR 56 and SR 156 project limits as identified in the project vicinity map located in ***Appendix C – Traffic Analysis***.

To effectively measure the proposed improvements, the identified alternatives were evaluated for operational and safety impacts to the roadway. The analyses include the existing conditions based upon counts conducted in 2014 and 2017, the construction year (2024) and design year (2044).

For the complete results of the traffic analysis, refer to ***Appendix C – Traffic Analysis***.

3.1 Crash Data and Safety Analysis

A summary of the crashes occurring in the study limits can be found in ***Table 1 – Historical Crash Data***.

Table 1 – Historical Crash Data

Roadway	2014	2015	2016	2017	Total	Injuries & Fatalities	
						No.	% of Crashes
SR 56 - SR 129 to SR 156	9	12	7	11	39	6	15.4%
SR 56 - SR 156 to Vevay town limits	2	2	0	2	6	0	0.0%
SR 156 - SR 56 to Vevay town limits	13	4	1	4	22	3	13.6%

Four years of crash history was compiled and examined for the three sections within the project limits: SR 56 eastbound from SR 129 to SR 156, SR 56 northbound from SR 156 to the Vevay town limits, and SR 156 eastbound from SR 56 to the Vevay town limits.

SR 56 eastbound from SR 129 to SR 156 had a total of 39 crashes during the four-year period starting

on January 1, 2014 and ending on December 31, 2017. Of the 39 crashes recorded within the project limits, 6 resulted in injuries or fatalities. 15.4% of accidents on this segment of roadway resulted in injuries or fatalities. The rate of recorded crashes from year to year remained steady. There was an average of 9.75 crashes a year along SR 56 from SR 129 to SR 156.

SR 56 northbound from SR 156 to the Vevay town limits has a total of 6 recorded crashes within the same period. There were no reported crashes resulting in injuries or fatalities through this segment of roadway. The rate of recorded crashes from year to year remained steady. There was an average of 1.5 crashes a year along SR 56 from SR 156 to the Vevay town limits.

SR 156 eastbound from SR 56 to the Vevay town limits had a total of 22 recorded crashes within the time period. Of the 22 crashes recorded, 3 crashes resulted in injuries or fatalities. 13.6% of crashes within this segment of roadway resulted in injuries or fatalities. The rate of recorded crashes peaked in 2014 with 13 and has greatly decreased in the years following. There was an average of 5.5 crashes a year along SR 156 from SR 56 to the Vevay town limits.

A survey of historical crash reports was performed to identify predominant crash types and to gain insight as to what safety measures may be appropriate to include with the proposed project. The results of this survey are shown in ***Table 2 – Crash Summary.***

Table 2 – Crash Summary

Location		Crash Type								Total
		Same Direction Sideswipe	Head On	Right Angle	Backing Crash	Rear End	Left Turn	Other	Ran Off Road	
SR 56 - SR 129 to SR 156	PD	3	2	3	14	2	2	5	2	39
	NIC	0	0	0	0	4	0	1	1	
	IC/F	0	0	0	0	0	0	0	0	
Percentage		7.7%	5.1%	7.7%	35.9%	15.4%	5.1%	15.4%	7.7%	100.0%
SR 56 - SR 156 to Vevay town limits	PD	0	1	1	2	2	0	0	0	6
	NIC	0	0	0	0	0	0	0	0	
	IC/F	0	0	0	0	0	0	0	0	
Percentage		0.0%	16.7%	16.7%	33.3%	33.3%	0.0%	0.0%	0.0%	100.0%
SR 156 - SR 56 to Vevay town limits	PD	1	3	1	10	2	0	1	1	22
	NIC	0	1	0	0	0	0	0	2	
	IC/F	0	0	0	0	0	0	0	0	
Percentage		4.5%	18.2%	4.5%	45.5%	9.1%	0.0%	4.5%	13.6%	100.0%

PD = Property damage, NIC = Non-Incapacitating Injury, F/IC = Fatality/Incapacitating Injury

An analysis of the identified cause of crashes shows that backing crashes are the predominant type of crashes in all three roadway segments within the project limits, accounting for approximately 36%, 34%, and 46% respectively. Backing crashes are very likely a direct result of diagonal roadside parking along SR 56 and SR 156. It should also be noted that no crashes resulted in incapacitating injuries nor fatalities. No additional safety measures are proposed at this time.

Analysis of the recorded crashes show the intersection of SR 56 and SR 156 to have 5 crashes; the maximum of all intersections within the project limits. The five crashes include 2 rear end, 2 backing crashes, and 1 head on between two motor vehicles. All other intersections have 2 or less recorded crashes. For the complete results of the crash analysis and map of reported crashes, refer to ***Appendix C – Traffic Analysis***

3.2 Traffic Data and Capacity Analysis

Traffic volumes used for the operational analyses were developed from traffic counts found in the INDOT Traffic Count Database System. The traffic count station reports are provided in ***Appendix C – Traffic Analysis***. The projected average annual daily traffic volumes were extrapolated for the planned construction year, 2024, and the design year, 2044, as shown in ***Table 3 – Projected Average Annual Daily Traffic***. Additional traffic volume data may be found in ***Appendix C – Traffic Analysis***. The average annual growth rate for SR 56 eastbound from SR 129 to SR 156 was calculated to be -0.2% and the annual growth rate has been set at 0.5%. The average annual growth rate for SR 56 northbound from SR 156 to the Vevay town limits was calculated to be 3.3% and has been set at 1.0%. The average annual growth rate for SR 156 eastbound from SR 56 to the Vevay town limits was calculated to be 3.0% and has been set at 1.0%. All values are based upon the counts within INDOT's TCDS database. Trucks account for 8% within the project limits on both SR 56 and SR 156.

Table 3 – Projected Average Annual Daily Traffic

Traffic Segment	2017	2024– Construction	2044 – Design Year
SR 56 - SR 129 to SR 156	6,900	7,200	7,900
SR 56 - SR 156 to Vevay town limits	3,780	4,100	5,000
SR 156 - SR 56 to Vevay town limits	8,000	8,600	10,500

4.0 Alternatives Analysis

4.1 No-Build Alternative

The No-Build Alternative does not address the project's essential need or purpose. The No-Build Alternative involves no disruption and no additional cost, and the only cost associated with this option is ongoing maintenance. However, the No-Build Alternative does not provide a solution to the sluggish storm water drainage, the poor conditions of the pavement, nor the poor lack of ADA compliance. The No-Build Alternative is not recommended as it does not address the need and purpose of the project.

4.2 1 ½" Preventative Maintenance HMA Overlay

The 1 ½" HMA Overlay consists of milling and overlaying the existing asphalt with a new HMA surface layer. The 1 ½" HMA Overlay Alternative will provide additional life for the pavement and will correct the ADA curb ramps. Significant storm sewer upgrades typically do not occur with this type of pavement treatment. The 1 ½" HMA Overlay Alternative is estimated to have a cost considerably less than the pavement replacement alternative but will require future costs and disruptions to solve the issues left unresolved.

4.3 4" Functional HMA Overlay

The 4" HMA Overlay alternative consists of milling and overlaying the existing asphalt with new HMA Surface and Intermediate courses. Typically, minor storm water modifications will be made such as cleaning ditches/pipes and installing inlets at select locations. The 4" HMA Overlay alternative also includes sidewalk ADA compliance. Also, where existing concrete curb has failed, it would be replaced. The HMA Overlay Alternative is estimated to have a cost less than the pavement replacement alternative but will require future costs and disruptions to solve the issues left unresolved. The 4" HMA Overlay Alternative may provide additional life to the current roadway but does not fully correct the issues relating to storm water drainage.

4.4 Pavement Replacement

The Pavement Replacement Alternative consists of total replacement of the existing roadway with newly treated subgrade and multiple layers of HMA courses. All of the concrete curb would be replaced. This alternative includes reconstructing sidewalks where they are against the curb, and ADA compliance on all remaining sidewalks. Where the pavement is to be reconstructed, a storm sewer system meeting contemporary standards is recommended.

4.5 Pavement and Drainage Recommendations

Using the information and guidelines just stated, the roadways were segmented in order to apply the most appropriate pavement and drainage treatment. This avoids a "one-size-fits-all" approach which may force INDOT to over-spend in some areas yet leave others not adequately improved. The Pavement and Drainage Alternative is the recommended alternative.

The following segments are recommended for these treatments:

- SR 56 (Main Street) from the project beginning to Cedar Street is recommended to receive a 1.5" HMA overlay. This pavement condition and drainage does not warrant a more costly upgrade. The total length of this segment is 1.11 miles.
- SR 56 (Main Street) from Cedar Street to Ferry Street is recommended to receive a 4" HMA overlay with curb replacement. A new storm sewer system will also be added at certain intersections known to have drainage issues. The total length of this segment is 0.56 miles.
- SR 156 (Main Street) from Ferry Street to Walnut Street is recommended to receive a full pavement replacement, which will also require curb and sidewalk replacement. A new

storm sewer system will also be added. In order to achieve a through lane cross-slope no steeper than 3%, the pavement will need to be replaced. The total length of this segment is 0.07 miles.

- SR 156 (Main Street) from Walnut Street to the project ending is recommended to receive a 1.5" HMA overlay. This pavement condition and drainage does not warrant a more costly upgrade. The total length of this segment is 0.48 miles.
- SR 56 (Ferry Street) from Main Street to Pike Street is recommended to receive a full pavement replacement, which will also require curb and sidewalk replacement. A new storm sewer system will also be added. In order to achieve a through lane cross-slope no steeper than 3%, the pavement will need to be replaced. The total length of this segment is 0.07 miles.
- SR 56 (Ferry Street) from Pike Street to Project End - is recommended to receive a 4" HMA overlay with curb replacement. A new storm sewer system will also be added at certain intersections known to have drainage issues. The total length of this segment is 0.31 miles.
- The traffic signal at the intersection of SR 56 and SR 156 will be replaced to accommodate the new design of the intersection.

Pavement treatments are detailed in ***Appendix A – Project Graphics***.

Along with the pavement treatments, a number of drainage improvements are also recommended to alleviate flooding and ponding along SR 56 and SR 156, help to protect the pavement subbase, and correct the undersized existing storm sewer system. The drainage improvements are listed below:

- SR 56 (Main Street) from Cedar to Silver Streets – remove the super-elevated eastbound lane as it's no longer required given the current posted speed limit. This will remove pressure off the existing trench drain on the north side. The ditches on the south side appear of adequate size, but they will need to be re-graded. New inlets are needed between Arch and Silver Streets. A new trunkline should be installed down Silver Street to outlet near the Ohio River. A drainage easement will be needed.
- SR 56 (Main Street) at Main Cross Street – install new inlets at more appropriate locations and pipe them to the existing trunkline that runs under Main Cross Street.
- SR 56 (Main Street) at Union Street – install new inlets at more appropriate locations and pipe them to the existing trunkline that runs under Union Street.
- Main Street/Ferry Street Intersection Drainage Area – install new inlets one block in each direction from this intersection and convey the storm water down Ferry Street to the Ohio River. Existing inlets are open could therefore be a hazard.
- SR 56 (Ferry Street) from Turnpike Street to Seminary Street – install a larger pipe through this area and connect to the existing system at Seminary Street. Due to the shallow pipe along Seminary Street, underground detention is likely to be needed.

The drainage analysis can be found at ***Appendix E – Preliminary Investigation***.

4.6 Pavement and Drainage – Lower Cost Improvements

Although not recommended, a lower cost improvement strategy could be complete to at least partially address some of the pavement and drainage concerns.

The following segments are recommended for these treatments:

- SR 56 (Main Street) from the project beginning to Liberty Street would receive a 1.5" HMA overlay. Compliant curb ramps would be constructed, and existing pipes/ditches cleaned. No new storm sewer systems would be added. The total length of this segment is 1.58 miles.
- SR 56/SR 156 (Main Street) from Liberty Street to Walnut Street would receive a 4" HMA overlay. Compliant curb ramps would be constructed, and existing pipes/ditches cleaned. No new storm sewer systems would be added. The street cross slope would exceed 4% in many areas and require a design exception. The total length of this segment is 0.16 miles.
- SR 156 (Main Street) from Walnut Street to the project ending Liberty Street would receive a 1.5" HMA overlay. The total length of this segment is 0.48 miles.
- SR 56 (Ferry Street) from Main Street to Pike Street would receive a 4" HMA overlay. Compliant curb ramps would be constructed, and existing pipes/ditches cleaned. The street cross slope would exceed 4% in many areas and require a design exception. The total length of this segment is 0.07 miles.
- SR 56 (Ferry Street) from Pike Street to the project ending would receive a 1.5" HMA overlay. The total length of this segment is 0.31 miles.
- The traffic signal at the intersection of SR 56 and SR 156 will be modified to include new roadway loop detectors and upgrade to APS signals.

5.0 Construction Cost Summary

A conceptual cost estimate was prepared for the proposed improvements as detailed in Section 4.5 – Pavement and Drainage Recommendations and Section 4.6 – Pavement and Drainage – Lower Cost Improvements. A detailed breakdown of project costs can be found in ***Appendix D – Engineer's Opinion of Probable Costs***. The total construction cost estimate is $6,060,000 for the recommended alternative and $3,294,000 for the lower cost alternative. Table 4 – Cost Summary provides a brief breakdown of the costs.

Table 4 – Conceptual Cost Summary		
	Lower Cost Improvements	**Recommended Improvements**
Mobilization and Removal	$710,800	$1,261,915
Pavement	$970,150	$1,324,640
Curb and Sidewalk	$422,660	$756,070
Drainage	$242,000	$1,090,200
Signal Modification / Replacement at SR 56 / SR 156	$75,000	$130,000
Maintenance of Traffic	$180,000	$250,000
Traffic Control and Lighting	$33,920	$33,920
Contingency (25%)	$658,630	$1,211,685
Total	**$3,294,000**	**$6,060,000**

No utilities have come forward during early coordination with evidence of easements that would make their relocations reimbursable. The Town's watermains and services may become in conflict with the new storm sewer systems being proposed. It is recommended to program an additional $50,000 for potentially reimbursable Town-owned utilities.

6.0 Environmental Issues

The HMA overlay portion of the project will remain within current paved areas. There are a number of above-ground historic resources within Vevay. As the project is proposing to remove existing trees, sidewalks, and curbs, a Section 106 review is likely. Where existing channelized waterways enter from the north or outlet toward the river there may be impacts to jurisdictional streams.

7.0 Right of Way Impact

The recommended alternative will not require a significant amount of roadway widening, so permanent right of way is not anticipated. Temporary right of way is anticipated to be needed from Arch Street to Turnpike Street along SR 56 and from the intersection of SR 56 and SR 156 to Walnut Street along SR 156 for driveways and grading. There is a total of 103 parcels within this section. This results in approximately $618,000 in professional fees and $515,000 in temporary right of way acquisition. Drainage easements are expected at Ferry Street and Silver Street to install drainage lines to outlet toward the Ohio River. This is expected to add $30,000 to the overall R/W cost estimate, for a total R/W estimate of $1,163,000.

8.0 Maintenance of Traffic

An evaluation of the existing roadway network, the proposed scope of work, the footprint required for construction, and the constraints associated with the adjacent land uses was made to develop a traffic maintenance concept that encourages minimal construction cost and impact to the traveling public. During most of the construction period, it is anticipated that SR 56 and SR 156 will be open to local traffic. Alternative parallel (unofficial local detour) routes for local traffic are readily available in Vevay.

As there is not an adequate detour route for wide and heavy load traffic, it is recommended that a police escort be used to allow wide and heavy load traffic to proceed through the town of Vevay.

Local access to all residences, schools, and businesses on SR 56 and SR 156 will always be maintained during the construction phase by using the local detours, side streets, temporary entrances, or other appropriate means. Additional coordination with Vevay, downtown business owners and emergency official will be needed during design of the project.

9.0 Other Projects in the Area

No other current projects are located within the project limits.

10.0 Changes to Project Scope

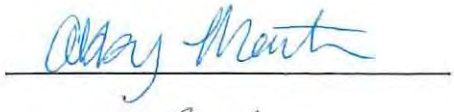
Any proposed scope changes shall be routed through the INDOT Project Manager, System Asset Manager, and Consultant Services Manager for approval. If unforeseen pavement deterioration occurs where one of the pavement replacement options should be selected, the typical cross section and profile grade line can be largely retained from what will be used with the pavement rehabilitation option. Additional utility relocations may be needed if using a deeper pavement section. These factors should be considered if such a change is warranted.

11.0 Concurrence

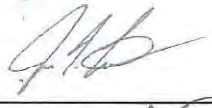
Prepared By:
Nicholas Hoevener, P.E.
Crawford, Murphy & Tilly, Inc.

Project Management Review:
Nick Batta, P.E.
Crawford, Murphy & Tilly, Inc.

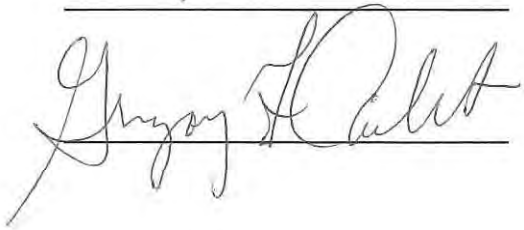
INDOT District Scoping Concurrence:
Abby Mantsch, PE
INDOT Seymour District

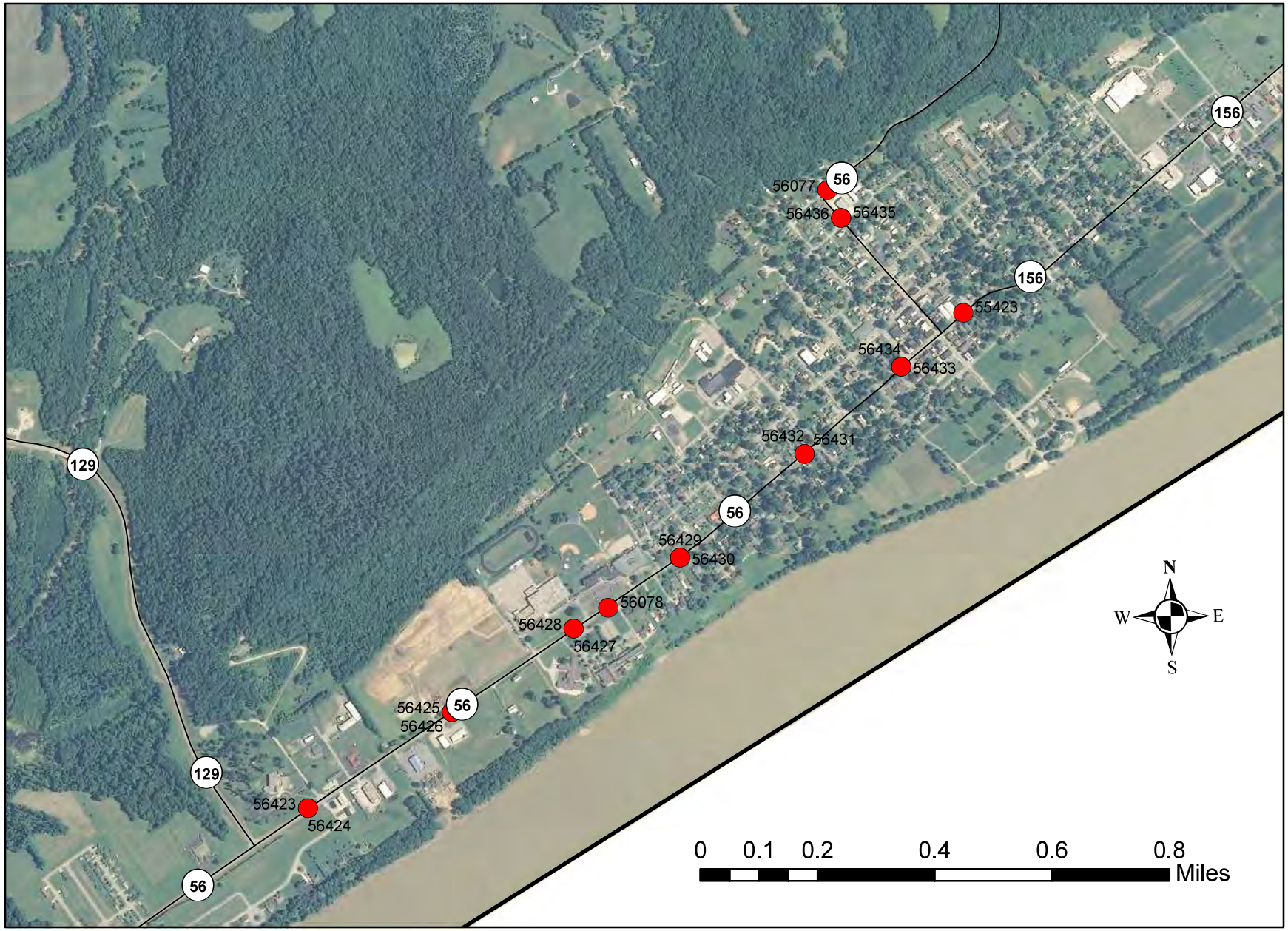


INDOT Technical Services Concurrence:
Jason Lowther, PE
Technical Services, System Asset Manager



INDOT Consultant Services Concurrence:
Greg Carleton, PE
Consultant Services Manager




56
156
56077
56436
56435
156
55423
56434
56433
56432
56431
129
56
56429
56430
56078
56428
56427
56425
56426
56
129
56423
56424
56
N
W
E
S
0 0.1 0.2 0.4 0.6 0.8
Miles

OBJECTID	DATE_	RTETYPE	DIR	LANE	CORETYPE	LYR1THICK	LYR1TYPE
55423	6/19/2003 0:00	SR156	Eastbound	Driving	Thickness	9.25	HMA
56077	10/10/2006 0:00	SR56	Westbound	Driving	Thickness	9	HMA
56078	10/10/2006 0:00	SR56	Eastbound	Driving	Thickness	13.5	HMA
56423	7/10/2008 0:00	SR56	Eastbound	Driving	Thickness	7.25	HMA
56424	7/10/2008 0:00	SR56	Eastbound	Driving	Thickness	8.75	HMA
56425	7/10/2008 0:00	SR56	Westbound	Driving	Thickness	11.5	HMA
56426	7/10/2008 0:00	SR56	Westbound	Driving	Thickness	13.125	HMA
56427	7/10/2008 0:00	SR56	Eastbound	Driving	Thickness	13.375	HMA
56428	7/10/2008 0:00	SR56	Eastbound	Driving	Thickness	13	HMA
56429	7/10/2008 0:00	SR56	Westbound	Driving	Thickness	14.375	HMA
56430	7/10/2008 0:00	SR56	Westbound	Driving	Thickness	9	HMA
56431	7/10/2008 0:00	SR56	Eastbound	Driving	Thickness	8.75	HMA
56432	7/10/2008 0:00	SR56	Eastbound	Driving	Thickness	9.25	HMA
56433	7/10/2008 0:00	SR56	Westbound	Driving	Thickness	10	HMA
56434	7/10/2008 0:00	SR56	Westbound	Driving	Thickness	10.375	HMA
56435	7/10/2008 0:00	SR56	Eastbound	Driving	Thickness	6.25	HMA
56436	7/10/2008 0:00	SR56	Eastbound	Driving	Thickness	6.25	HMA

Route	Lmts	FrmRP	ToRP	Sub	Actvy	PlannedFY
ML_SR56	W Jct SR 129 to E Jct SR 156	140.8484	162.8811	Aurora	2091 - SHOULDER CRACK ROUTE AND SEAL (FTM - FOOT MILE)	2016
ML_SR56	W Jct SR 129 to E Jct SR 156	140.8484	162.8811	Aurora	2071 - SHOULDER CRACK FILLING (FTM - FOOT MILE)	2016
ML_SR56	W Jct SR 129 to E Jct SR 156	140.8484	162.8811	Aurora	2090 - MAINLINE CRACK ROUTE AND SEAL (LNM - LANE MILE)	2016
ML_SR56	W Jct SR 129 to E Jct SR 156	140.8484	162.8811	Aurora	2070 - MAINLINE CRACK FILLING (LNM - LANE MILE)	2016
ML_SR56	W Jct of SR 129 to 0.38 miles E of W Jct of SR 156 (Walnut St)	140.6694	142.5111	Aurora	2070 - MAINLINE CRACK FILLING (LNM - LANE MILE)	2017

Route	Termini	Year Built	Project Class	Project Number	Thickness	Width	Type	Project Beginning	Project Ending	Length
SR 56	FROM THE JEFFERSON-SWITZERLAND CO LINE TO THE WEST CORP LINE OF VEVAY	1923	MAINT	-	-	18'	GRAVEL	JEFFERSON-SWITZERLAND CO LINE	WEST CORP LINE OF VEVAY	8.160
SR 56	FROM THE WEST CORP LINE OF VEVAY TO THE NORTH CORP LINE	1923	MAINT	-	-	-	GRAVEL	WEST CORP LINE	JCT SR 156	0.510
SR 56	FROM THE WEST CORP LINE OF VEVAY TO THE NORTH CORP LINE	1923	MAINT	-	-	-	STONE	JCT SR 156	CORP LINE	0.320
SR 56	FROM THE WEST CORP LINE OF VEVAY TO THE NORTH CORP LINE	1923	MAINT	-	-	-	STONE	CORP LINE	NORTH CORP LINE	0.240
SR 56	FROM THE JEFFERSON-SWITZERLAND CO LINE TO THE WEST CORP LINE OF VEVAY	1930	MAINT	-	2" - 6"	18'	MIX BIT ON GRAVEL	JEFFERSON-SWITZERLAND CO LINE	WEST CORP LINE OF VEVAY	8.160
SR 56	FROM THE WEST CORP LINE OF VEVAY TO THE NORTH CORP LINE	1930	MAINT	-	2" - 8"	20'	MIX BIT ON GRAVEL & STONE	WEST CORP LINE	CORP LINE	0.830
SR 56	FROM THE WEST CORP LINE OF VEVAY TO THE NORTH CORP LINE	1930	MAINT	-	2" - 8"	20'	MIX BIT ON GRAVEL & STONE	CORP LINE	NORTH CORP LINE	0.240
SR 56	FROM THE WEST CORP LINE OF VEVAY TO THE NORTH CORP LINE	1938	MAINT	CONT 1625	2" - 8"	30'	MIX BIT ON OLD MIX BIT	JCT SR 156	CORP LINE	0.320
SR 56	FROM THE WEST CORP LINE OF VEVAY TO THE NORTH CORP LINE	1938	MAINT	CONT 1625	2" - 8"	18'	MIX BIT ON OLD MIX BIT	CORP LINE	NORTH CORP LINE	0.240
SR 56	FROM THE JEFFERSON-SWITZERLAND CO LINE TO THE WEST CORP LINE OF VEVAY	1939	MAINT	-	2" - 8"	18'	MIX BIT ON OLD MIX BIT ROAD	JEFFERSON-SWITZERLAND CO LINE	WEST CORP LINE OF VEVAY	8.160
SR 56	FROM THE WEST CORP LINE OF VEVAY TO THE NORTH CORP LINE	1940	MAINT	CONT 2005	1" - 9"	50'	ROCK ASPHALT ON NON RIGID BASE	WEST CORP LINE	-	0.660
SR 56	FROM THE JEFFERSON-SWITZERLAND CO LINE TO THE WEST CORP LINE OF VEVAY	1952	MAINT	-	1 1/8" - 8"	18'	MIX BIT	JEFFERSON-SWITZERLAND CO LINE	WEST CORP LINE OF VEVAY	8.160
SR 56	FROM THE WEST CORP LINE OF VEVAY TO THE NORTH CORP LINE	1955	MAINT	FORCE ACCT	1" - 10"	30'	MIX BIT	-	CORP LINE	0.170
SR 56	FROM THE WEST CORP LINE OF VEVAY TO THE NORTH CORP LINE	1955	MAINT	FORCE ACCT	1" - 10"	18'	MIX BIT	CORP LINE	NORTH CORP LINE	0.240
SR 56	FROM THE WEST CORP LINE OF VEVAY TO THE NORTH CORP LINE	1957	MAINT	FORCE ACCT	1" - 9"	50'	HOT ASPHALTIC CONC	JCT SR 156	-	0.150
SR 56	FROM THE WEST CORP LINE OF VEVAY TO THE NORTH CORP LINE	1959	MAINT	FORCE ACCT	1" - 90	50'	HOT ASPHALTIC CONC BY FORCE ACCT	JCT SR 156	-	0.150
SR 56	FROM THE JEFFERSON-SWITZERLAND CO LINE TO THE WEST CORP LINE OF VEVAY	1960	m-4929	-	1 1/4" - 8"	18'	BIT SURFACE TREATMENT ON FLEXIBLE BASE	JEFFERSON-SWITZERLAND CO LINE	WEST CORP LINE OF VEVAY	8.160
SR 56	FROM THE WEST CORP LINE OF VEVAY TO THE NORTH CORP LINE	1964	MAINT	FORCE ACCT	1 1/2" - 9"	50' VARIABLE	1 1/2" HAC RESURFACE (NO BINDER) FORCE ACCT	WEST CORP LINE	JCT SR 156	0.510
SR 56	FROM THE JEFFERSON-SWITZERLAND CO LINE TO THE WEST CORP LINE OF VEVAY	1966	m	7185	1 6/10" - 8"	18'	HOT ASPHALTIC CONC RESURFACE & WEDGING (NO BINDER)	JEFFERSON-SWITZERLAND CO LINE	WEST CORP LINE OF VEVAY	8.160
SR 56	FROM THE WEST CORP LINE OF VEVAY TO THE NORTH CORP LINE	1968	M	7826	1 1/2" - 11"	30'	HOT ASPHALTIC CONC ON OLD BIT	-	CORP LINE	0.170
SR 56	FROM THE WEST CORP LINE OF VEVAY TO THE NORTH CORP LINE	1968	M	7826	1 1/2" - 11"	19'	HOT ASPHALTIC CONC ON OLD BIT	CORP LINE	NORTH CORP LINE	0.240
SR 56	FROM JCT SR 156 TO THE JCT SR 250	1982	RS	RS-13426		20'-42'	HAE II (OR A) 200 #/SYD	JCT SR 156	JCT SR 250	13.6

SR 56, 156	FROM JEFFERSON-SWITZERLAND CO LINE TO JCT NEW YORK ST. VEVAY	1984	M	M-15091			HAC 11 FOR PATCHING @ 55#/SYD	JEFFERSON-SWITZERLAND CO LINE	JCT NEW YORK ST. VEVAY	13
SR 56	FROM SR 129 TO EAST JCT WITH SR 156	1995	RS-22099	9302420			Partial 3-R	161+36	180+81	
SR 56	Oday Road to Rio Vista Lane	2009	SRS-29543	0710169			HMA Overlay, Preventive Maintenance	162+80	184+17	
SR 56	Pike Street to Oday Road	2011	R-27969	0901322			HMA Overlay, Preventive Maintenance	161+75	162+80	

Route	Lmts	FrmRP	ToRP	Sub	Actvy	PlannedFY
ML_SR156	SR 56 to SR 250	0	17.56371	Aurora	2030 - SPOT PAVING (STN - SHORT TON)	2016
ML_SR156	SR 56 to SR 250	0	17.56371	Aurora	2110 - BLADING SHOULDERS (SHM - SHLDR MI)	2016
ML_SR156	SR 56 to SR 250	0	17.56371	Aurora	2070 - MAINLINE CRACK FILLING (LNM - LANE MILE)	2016
ML_SR156	SR 56 to SR 250	0	17.56371	Aurora	2090 - MAINLINE CRACK ROUTE AND SEAL (LNM - LANE MILE)	2016
ML_SR156	W Jct of SR 56 to 0.75 miles E of W Jct of SR 56	0	0.746351	Aurora	2120 - CLIPPING SHOULDERS (SHM - SHLDR MI)	2017
ML_SR156	W Jct of SR 56 to 0.75 miles E of W Jct of SR 56	0	0.746351	Aurora	2311 - SPOT DITCHING (LOC - LOCATION)	2017
ML_SR156	W Jct of SR 56 to 0.75 miles E of W Jct of SR 56	0	0.746351	Aurora	2110 - BLADING SHOULDERS (SHM - SHLDR MI)	2017
ML_SR156	W Jct of SR 56 to 0.75 miles E of W Jct of SR 56	0	0.746351	Aurora	2010 - SHALLOW PATCHING (STN - SHORT TON)	2017
ML_SR156	W Jct of SR 56 to 0.75 miles E of W Jct of SR 56	0	0.746351	Aurora	2020 - DEEP PATCHING (STN - SHORT TON)	2017
ML_SR156	W Jct of SR 56 to 0.75 miles E of W Jct of SR 56	0	0.746351	Aurora	2030 - SPOT PAVING (STN - SHORT TON)	2017
ML_SR156	W Jct of SR 56 to 0.75 miles E of W Jct of SR 56	0	0.746351	Aurora	2070 - MAINLINE CRACK FILLING (LNM - LANE MILE)	2017

Route	Termini	Year Built	Project Class	Project Number	Thickness	Width	Type	Project Beginning	Project Ending	Length
SR 156	FROM THE JCT WITH SR 56 TO THE NORTHEAST CORP LINE OF VEVAY	UNKNOWN	COUNTY	-	-	-	GRAVEL	JCT SR 56	NORTHEAST CORP LINE	0.310
SR 156	FROM THE JCT WITH SR 56 TO THE JCT WITH SR 250	UNKNOWN	COUNTY	-	-	-	GRAVEL	NORTHEAST CORP LINE	JCT SR 250	17.750
SR 156	FROM THE JCT WITH SR 56 TO THE NORTHEAST CORP LINE OF VEVAY	1932	MAINT	-	1 1/2" - 3"	18"	MIX BIT ON GRAVEL	JCT SR 56	NORTHEAST CORP LINE	0.310
SR 156	FROM THE JCT WITH SR 56 TO THE JCT WITH SR 250	1932	MAINT	-	1 1/2" - 2"	18'	MIX BIT ON GRAVEL	NORTHEAST CORP LINE	-	11.700
SR 156	FROM THE JCT WITH SR 56 TO THE NORTHEAST CORP LINE OF VEVAY	1938	MAINT	CONT 1625	2" - 4"	18"	MIX BIT	JCT SR 56	NORTHEAST CORP LINE	0.310
SR 156	FROM THE JCT WITH SR 56 TO THE JCT WITH SR 250	1938	MAINT	CONT 1625	2" - 4"	18'	MIX BIT	NORTHEAST CORP LINE	STR 59	8.464
SR 156	FROM THE JCT WITH SR 56 TO THE NORTHEAST CORP LINE OF VEVAY	1966	m	7050	1 1/2" - 5"	22"	HOT ASPHALTIC EMULSION RESURFACE	JCT SR 56	NORTHEAST CORP LINE	0.310
SR 156	FROM THE JCT WITH SR 56 TO THE JCT WITH SR 250	1966	m	7050	1 1/2" - 8"	22'	HOT ASPHALTIC EMULSION (NO BINDER)	NORTHEAST CORP LINE	JCT SR 250	17.518
SR 156	FROM THE JCT WITH SR 56 TO THE NORTHEAST CORP LINE OF VEVAY	1971	M-8676		1 3/8" - 7"	22"	HOT ASPHALTIC CONC RESURFACE	JCT SR 56	NORTHEAST CORP LINE	0.310
SR 156	FROM THE JCT WITH SR 56 TO THE JCT WITH SR 250	1971	M-8676		1 3/8" - 9"	22'	HOT ASPHALTIC CONC RESURFACE	NORTHEAST CORP LINE	-	4.640
SR 56, 156	FROM JEFFERSON-SWITZERLAND CO LINE TO JCT NEW YORK ST. VEVAY	1984	M	M-15091			HAC 11 FOR PATCHING @ 55#/SYD	JEFFERSON-SWITZERLAND CO LINE	JCT NEW YORK ST. VEVAY	13
SR 156	FROM JCT SR 56 TO SWITZERLAND-OHIO CO LINE	1984	M	M-14798			BIT SURFACE 11B FOR PATCHING	JCT SR 56	SWIZTERLAND-OHIO CO LINE	21.6
SR 156	From SR 56 to SR 250	2004	RS-27445	300953			Partial 3-R	0+00	17+05	